Central Area Action Plan

Adopted by the Chicago Plan Commission

August 20, 2009

ACTION PLAN TABLE OF CONTENTS

The Central Area Action Plan (CAAP) contains a wealth of information intended to encourage implementation of the policies and projects essential for the Central Area's effective functioning, growth and quality of life.

The CAAP builds upon the vision for the Central Area articulated in the 2003 Central Area Plan. It also represents input from community stakeholders and technical expertise from the project's Steering Committee, Task Forces, City staff and project planners.

The CAAP can be found on the City's website at: www.cityofchicago.org. The 2003 Central Area Plan is also available online for download.

Executive Summary

Provides an overview of the Action Plan, including the goals and objectives identified by three Task Forces: Economic Development & Land Use; Transportation; and Urban Design, Waterfront & Open Space. It also includes a list of the recommended Action Plan projects, phasing schedule and estimates of required investment.

Chapter 1: Economic Development & Land Use

Updates economic development and land use trends since the 2003 Central Area Plan. Based on this update, the Task Force recommended nine economic policy goals and new annual growth benchmarks.

Chapter 2: Transportation

Presents transportation trends in the Central Area since 2003. Six overriding policy goals are recommended, and the transportation projects related to each goal are identified.

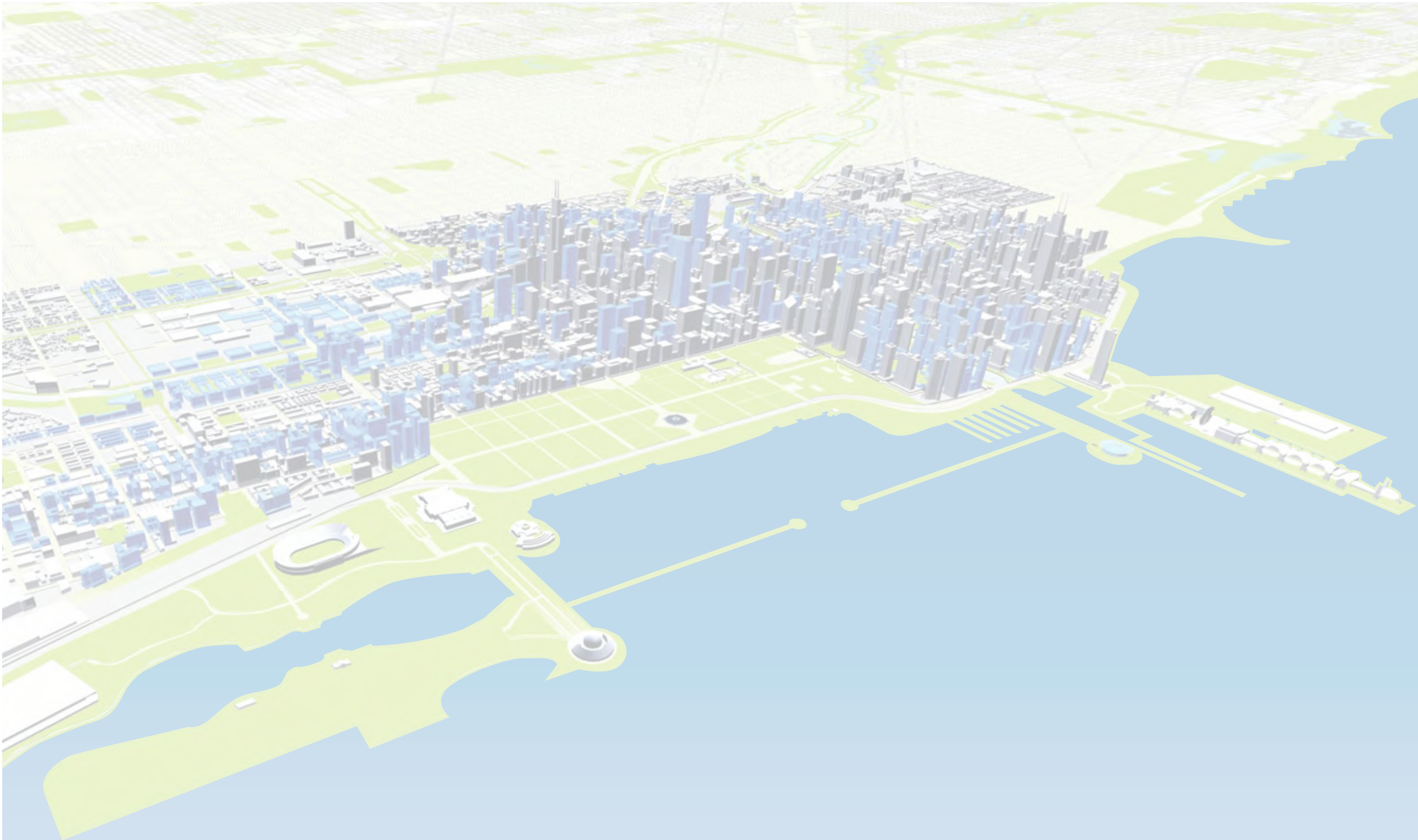
Chapter 3: Urban Design, Waterfront & Open Space

Describes the status of projects from the 2003 Central Area Plan and details the urban design, waterfront and open space projects included in this Plan. Five comprehensive policy goals summarize the findings and conclusions.

Chapter 4: Central Area Planning Subdistricts

The overall Central Area Action Plan is detailed for each of the twelve Central Area planning subdistricts. Each local action plan is suitable for use by city planners, citizens, and interested stakeholders. This chapter also presents urban design guidance for five district focus areas and five signature streets within the Central Area.

Action Plan Project Map & Acknowledgements



Executive Summary

MESSAGE FROM THE MAYOR

As Mayor and on behalf of the citizens of Chicago, I want to thank you for your interest in the Central Area Action Plan.

Approved by the Chicago Plan Commission in August 2009, the Plan serves as a road map for public infrastructure investments, especially as they relate to transit and open space. The plan prioritizes potential projects, establishes cost estimates and identifies the next steps to make them a reality by 2020.

The mixed-use expansion of Chicago's Central Area in the last decade does more than highlight its appeal to residents, workers and visitors. It also underscores the area's potential for future growth. As one of the world's most livable cities, Chicago must build on its existing assets while creating new opportunities for neighborhood expansion and improvement. This Plan is a strategy to do both.

As with all of our greatest projects, public and private cooperation will be essential for the success of the Central Area Action Plan. I encourage you to review its recommendations and help support its goals for a healthy, vibrant future for Chicago.

Richard M Daley

Richard M. Daley, Mayor
City of Chicago

4th March 1837

GREAT PLANS FOR A GREAT CITY

In the centennial year of Burnham and Bennett's 1909 Plan of Chicago, it is fitting to adopt a major new plan that carries its legacy into the new century.

The 2003 Central Area Plan responded to the remarkable transformation of Chicago's Downtown over the previous 20 years. The first Downtown plan produced by the City since 1958, it detailed the potential for the growth of the Central Area over the next two decades. The Central Area Action Plan (CAAP) takes the next step in implementing the goals of the Central Area Plan. The prioritized list of key transportation, urban design, waterfront, and open space projects set forth in this report are critical to achieving the vision of the Central Area Plan.

Under the leadership of Mayor Richard M. Daley, the Central Area has continued to prosper, gaining worldwide recognition as a great place to work, live, learn and play. Despite the current slowdown in the economy, long-term planning will position the Central Area for sustained growth, and will ensure that it continues to be the economic engine for the city, the region, the state and the Midwest.

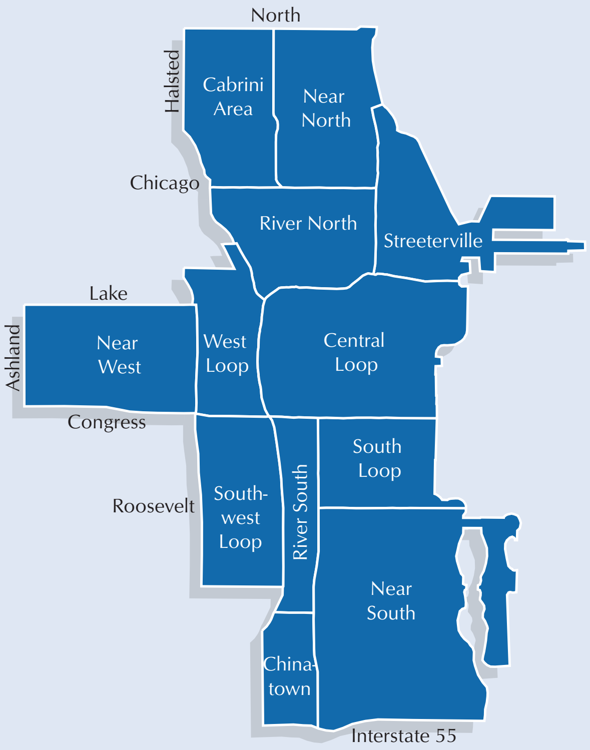
Image ES-1: Central Loop and West Loop

THE PLANNING PROCESS

The CAAP is the product of an 18-month planning and prioritization effort by a broad group of dedicated Chicagoans. Mayor Daley assembled a Steering Committee of 30 business and civic leaders to create an actionable plan to achieve the vision defined in the 2003 Central Area Plan. The CAAP is the result of the Committee's work and extensive input from three Task Forces that addressed economic development and land use; transportation; and urban design, waterfront, and open space.

The City of Chicago Department of Zoning and Land Use Planning (DZP), in collaboration with the Chicago Department of Transportation (CDOT), provided direction for the planning project and coordinated with other government agencies including the Department of the Environment, Chicago Transit Authority, the Chicago Park District and Chicago Public Schools. Major stakeholders in the public and private sectors were consulted throughout the planning process. The Steering Committee and Task Force members, as well as the Consultant Team, Aldermen and key City of Chicago staff, are listed on the Acknowledgments page at the end of the Plan document.

Figure ES-1: Subdistricts


North
Halsted
Cabrini Area
Near North
Chicago
River North
Streeterville
Lake
Ashland
Near West
West Loop
Central Loop
Congress
South Loop
Roosevelt
South-west Loop
River South
Near South
China-town
Interstate 55

Subdistricts

The City's Department of Zoning and Land Use Planning divides the Central Area into twelve planning subdistricts.

In some cases the policies and projects contained within the Action Plan are located entirely in a single subdistrict; in many cases, however, the projects span several subdistricts.

To accompany the overall set of goals and projects for the Central Area (presented in Chapters 1, 2, and 3), detailed recommendations for each of these subdistricts are provided in Chapter 4.

An Action Plan Project Map summarizing the major projects for the entire area is provided at the end of the Plan document.

DEVELOPMENT GROWTH AND BENCHMARKS

The CAAP provides a road map for the continued implementation of the 2003 Central Area Plan. The Action Plan envisions that the Central Area will expand its role as the core of the regional economy and a center for cultural and recreational amenities.

The annual development benchmarks established in the 2003 Plan were met or exceeded since its publication. Residential development far surpassed expectations. More retail space, hotel rooms, student housing, and cultural facilities were added to the Central Area than projected, and office development was on target.

Updated development benchmarks for 2020 are provided in Table ES-1. The base-case scenario takes into account the current downturn in the economy and assumes moderate levels of public and private investment. The opportunity scenario envisions the growth potential of the Central Area if the goals and projects of the CAAP are implemented through increased public and private investment and the economy recovers by mid-decade.

Table ES-1: Annual Growth Benchmarks by Sector, 2008-2020

	Base Case Scenario	**Opportunity Scenario**
Population	4,200	5,300
Employment	3,500	5,000
Office (SF)	700,000	1,000,000
Retail (SF)	200,000	300,000
Cultural (SF)	85,000	100,000
Residential (Units)	2,600	3,300
Student Housing (Beds)	200	400
Hotel (Rooms)	500	700

The CAAP identifies key transportation improvements as the foundation for expanding the employment base, increasing residential population, accommodating more tourists, attracting more shoppers, and supporting more students. Meanwhile, sustainable urban design, additional open space, and improvements to the waterfront are recommended to enhance the attractive qualities of the environment that bond people to place.

The opportunity scenario estimates the Central Area could add an annual average of 1.0 million square feet of office space; 300,000 square feet of retail space; 3,300 housing units; 400 dormitory beds; and 700 hotel rooms. This scenario assumes that the growth in employment, population, and visitation is supported by significant investment in infrastructure, particularly transportation. This potential growth could be slowed if current economic conditions persist.

Image ES-2: Millennium Park

ECONOMIC DEVELOPMENT AND LAND USE GOALS

Image ES-3: New high rise residential in the Central Loop

Nine goals are recommended by the Economic Development and Land Use Task Force to support growth in the region and Chicago's Central Area. The Transportation Task Force and Urban Design Task Force goals and projects described on the following pages provide additional implementation specifics.

Maintain Chicago's Position as the Economic Engine of the Region

Total employment in the Central Area is estimated to reach between 600,000 and 630,000 by 2020. These employment estimates represent an average growth of 3,500 to 5,000 jobs per year.

To reach this potential the Central Area must improve its current 45% - 50% share of regional office growth to approximately 60% by investing in mass transit and by strengthening its attractiveness to knowledge-based workers. Further, potential office sites in the Central Loop and West Loop must be protected by zoning for employment-generating uses.

Support Dense Residential Growth to Enhance Urban Vibrancy and Utilize the Urban Infrastructure

From 2000 to 2007, the residential population of the Central Area grew by nearly 54,000 to reach approximately 165,500, and population projections for 2020 range from 215,000 to 230,000. Densities allowed in the updated Chicago Zoning Ordinance (that went into effect in the Downtown districts in November 2004) must be maintained to achieve the growth projections upon which this Plan is premised.

Image ES-4: Riverfront development along the North Branch of the Chicago River

ECONOMIC DEVELOPMENT AND LAND USE GOALS

Implement Cutting-Edge Environmental Practices and Green Building Techniques

Image ES-5: Dearborn Center Green Roof

Continuing implementation of environmentally responsible practices will maintain Chicago's role as a leader in sustainable urban design. Sustainable land use and economic development will promote efficient infrastructure growth, conserve energy, reduce materials consumption, mitigate negative environmental impacts (such as air pollution or storm water runoff), reduce automobile trips, and encourage use of alternative transportation modes. Key policies include encouraging compliance with green standards for building construction and neighborhood development, designing and installing sustainable infrastructure, concentrating development along high-use corridors and transit lines, promoting the use of public transit, and designing walkable, mixed-use environments.

Enhance Parks, Corridors and Waterfronts for Residents, Workers, Students and Visitors

Key projects will expand open space to keep pace with the needs of Central Area patrons. All development sectors—residential, retail, hotel, institutional and office—will benefit from high-quality streetscaping, waterfront, and parks projects. Enhancements to Millennium and Grant Park will further increase visitation. Expanding the harbor and riverfront system will allow more of the region's residents and visitors to enjoy the Chicago River and Lake Michigan.

Image ES-6: Navy Pier

ECONOMIC DEVELOPMENT AND LAND USE GOALS

Better Connect to the World through O'Hare and Midway Airports As Well As the Regional Rail Network

Express train service to O'Hare and Midway airports, continued airport expansion, and improvements in and around Union Station will enhance Chicago's international and regional gateways. High-speed intercity rail expansion will increase regional travel to and from the Central Area.

Strengthen Chicago's Ties to the North American Economy through Efficient Freight Delivery

Chicago's global status as the largest inland international container port in North America must be protected through railroad carrier investments. With state and federal government initiatives and the CREATE program, Chicago can reduce rail junction conflicts to ensure that both passengers and freight can move efficiently. It is vital to continue to improve viaducts and roadways to accommodate freight movement. Requiring off-peak delivery hours and encouraging loading zone management will minimize the impacts of freight delivery in the Central Area.

IMAGEFICTION

Image ES-7: Proposed West Loop Transportation Center

ECONOMIC DEVELOPMENT AND LAND USE GOALS

Invest in Transit to Support the Growth Envisioned by the Plan

The connection between transit and economic development is clear. Investments in transit are essential to maintain and grow the Central Area as the economic engine of the City, the region, the state and the Midwest. This Action Plan identifies specific transit needs and projects, with priority given to capacity enhancements for the existing system. Signal upgrades, passenger information systems, station modernization, CTA and Metra line extensions, intermodal (train to bus) facilities and dedicated transitways are the key recommended projects.

Image ES-8: Park Grill at Millennium Park

Frame a City/State/Federal Capital Investment Plan Supplemented by Private Participation

The more than $15 billion in capital expenditures identified in the CAAP will require funding from a variety of sources. Support for the Plan from residents and business leaders is critical. Recognizing that Tax Increment Financing (TIF) is the City's primary economic development tool, this Action Plan recommends that the majority of TIF revenues and related leveraged funding be dedicated to the long-term capital projects identified in the Plan, with emphasis on transportation projects.

Incorporate the Central Area Action Plan into the Regional Transportation Plan as well as State and Federal Capital Programs

With its support for high-density development, the CAAP reflects the principles of sustainable development, compact growth, transit-oriented design and smart growth. Because the Central Area is the centerpiece of the regional economy, implementation of the Plan should be supported with a coordinated approach to funding from several levels of government. The recommended capital improvements and their estimated costs should be incorporated in city, state and federal capital funding plans.

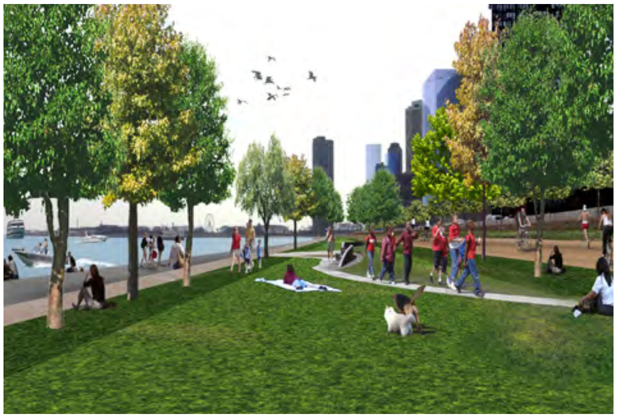


Image ES-9: Proposed Lakefront Trail expansion north of Navy Pier

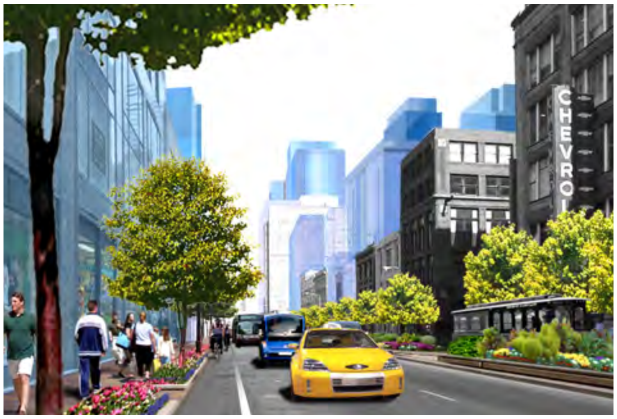


Image ES-10: Proposed streetscape enhancements

TRANSPORTATION GOALS AND PROJECTS

Image ES-11: Proposed Lakefront Trail flyover at Illinois Street

Image ES-12: Upgraded passenger areas at Millennium Station

Six goals are recommended by the Transportation Task Force. Providing daily work trips into the Central Area is the focus of the current transportation system and places the greatest strains on it. Maintaining and upgrading this system supports employment growth and economic development. At the same time, new residential growth means more people making work trips both out of and within the Central Area. The CAAP also recognizes that the needs of visitors, including those traveling to the internationally important McCormick Place, are vital to Chicago's economy. Each transportation goal and related projects are described below.

Improve Transit in Central Area

Improving and expanding the Central Area's transit system is the most important investment needed to support continued employment and residential growth.

- The ongoing modernization of CTA stations has improved the transit environment in the Central Area, and funding of this program should be continued. Complementary investments in passenger information systems are required to increase utilization of the existing system.
- A new system of grade-separated transitways will allow faster transit connections within the Central Area. The Carroll Avenue Transitway will link the West Loop to Streeterville and River North. Additional transitways will enable travel east-west across the Loop, and north-south through Grant Park. These transitways will distribute passengers from Union Station and Ogilvie Transportation Center to destinations throughout the Central Area.
- New infill CTA stations on the existing rapid transit lines will serve growing Central Area neighborhoods such as the Near South, Near West and Cabrini Area.
- A combination of projects will better link the numerous transit resources that serve the primary employment growth district in the Central Area—the West Loop. In the short term, building an intermodal facility and enhancing access at Union Station will improve the function of the Central Area's busiest transit station. In the long term, the multi-level West Loop Transportation Center will tie together new transitways, commuter rail services, a new Clinton Subway and regional high-speed rail services.

TRANSPORTATION GOALS AND PROJECTS

Increase Regional Transit Capacity

The regional transit network converges on the Central Area, and this relationship must be strengthened by strategic investments in existing infrastructure as well as new services. These projects are shown as "Regional Supporting Projects" in the Plan document, but not included in the total infrastructure budget for the Central Area.

- A system-wide rebuilding of CTA rail signals and track infrastructure is foremost in expanding capacity and enhancing safety, particularly on highly utilized services such as the Blue and Red Lines.
- Metra will extend and upgrade service on the Union Pacific-West and Union Pacific-Northwest lines.
- Extensions of the CTA Red, Orange and Yellow Lines will bring rapid transit service to underserved neighborhoods in Chicago and close-in suburbs.
- Metra's proposed Southeast Service will connect high-growth suburban areas to employment concentrations in Central Area.
- Metra's proposed STAR line will improve regional transit connectivity by linking developing suburban areas to one another and O'Hare International Airport.

Image ES-13: Loop "L"

TRANSPORTATION GOALS AND PROJECTS

Image ES-14: The bicycle station at Millennium Park

Improve the Pedestrian Environment

An increase in transit trips must be supported by improvements to the associated on-street and off-street pedestrian environment.

- With strong passenger growth at Union Station and Ogilvie Transportation Center, the pedestrian capacity along Clinton and Canal Streets near these stations needs to be expanded.
- Growth in tourism drives the need for pedestrian improvements along the Illinois/Grand corridor to better connect Navy Pier with hotels, restaurants and other tourist attractions.
- Pedestrian improvements will also build on the existing trail network, particularly along the Lakefront and Riverfront.

Manage Traffic Circulation

An interconnected street grid is the key to traffic circulation and pedestrian mobility. Making the existing grid network safer and more functional is a focus for the Central Area.

- Phase Two of the Wacker Drive reconstruction will reconfigure the two levels along the north-south portion (south of Lake Street), making circulation easier and safer for both drivers and pedestrians.
- A major improvement of North Lake Shore Drive will smooth the curve at Oak Street and expand intersection capacity at Chicago Avenue. These improvements will enhance the safety and function of the road network and create additional open space.
- The City will maximize recent investments in signal interconnects, traffic cameras and traffic control assistants by creating a Traffic Management Center. By ensuring mobility during major events, the Center will safeguard the security of the Central Area's assets and its people.
- A Wells-Wentworth Connector and new bridges across the South Branch of the Chicago River will fill gaps in the grid network through this largely undeveloped portion of the Central Area.

Image ES-15: Additional roadway connections are to be added along the South Branch of the Chicago River

Encourage Alternative Modes

Infrastructure improvements for non-automobile modes of travel will increase bicycling and water taxi usage.

- The bicycle network will be expanded and improved with additional on-street bicycle lanes and markings.
- Additional bicycle stations in the West Loop will make it easier for commuters to store and rent bicycles.
- The Central Area's existing network of trails and greenways will be better connected to its waterfronts and open spaces.
- Completion of the Riverwalk will provide new opportunities for walking and water taxi service for residents and workers along the Chicago River.

TRANSPORTATION GOALS AND PROJECTS

Improve National and International Connections

Transportation investments must continue to strengthen the Central Area's connection to the Midwest, the U.S. and the world.

- Future dedicated Airport Express train service to O'Hare and Midway airports will improve the attractiveness of the Central Area for tourists, business travellers and residents
- Investment in Union Station and the West Loop Transportation Center will link transit to regional high-speed rail.
- Completion of improvements to the O'Hare runway, terminal and roadways (as well as investments at Midway Airport) will keep Chicago a competitive place for international and national business.

Image ES-16: Block 37 redevelopment

URBAN DESIGN, WATERFRONT & OPEN SPACE GOALS AND PROJECTS

Five key goals with related policies and projects are recommended by the Urban Design, Waterfront and Open Space Task Force. They build upon the work of the 2003 Plan and provide an orderly program of improvements. These improvements bond people and place, and will enhance the Central Area's attractiveness to businesses, residents and visitors.

Strengthen Chicago As an Environmentally Sustainable City

Chicago will remain the leader in urban sustainability. The Central Area will be composed of dynamic mixed-use districts served by transit and linked by pedestrian-oriented streets and welcoming open spaces. Each urban design, waterfront and open space project will use green building materials and environmental best practices.

Strengthen the Lakefront as Chicago's Great Public Space

Urban design, in conjunction with transportation projects, will enhance the Lakefront.

- A high priority is the expansion of the Lakefront Trail and associated park areas from Navy Pier to North Avenue Beach.
- The Lakefront Trail bridge at the Chicago River, the pedestrian connection at Queen's Landing and the Lakefront Transitway are key projects that will improve connections to the Lakefront and link its various attractions.
- Gateway Harbor at Navy Pier will further enliven the Lakefront by expanding boat access to this major activity center.

Image ES-17: DuSable Harbor

URBAN DESIGN, WATERFRONT & OPEN SPACE GOALS AND PROJECTS

Develop the Chicago Riverfront as a Continuous System of Premier Public Places

Continuous public access to the River will link existing connections and new access points.

- Five phases of riverfront improvements will begin with the Main Branch, then continue north to Halsted and south to Chinatown. Vertical access from street-level and under-bridge connections are needed for pedestrian circulation.
- Wherever feasible, new developments will have street-level retail space oriented to and accessible from the Riverwalk.
- A riverfront management entity should be established to provide oversight of the Riverwalk system.

Image ES-18: Enhanced Riverfront plaza

Create the Next Generation of Downtown Parks

Parks and open space will be incorporated into plans for large projects, as well as added in densely developed areas.

- A wide range of recreational and natural amenities will be created on Northerly Island.
- Capping the Kennedy will add green space in the West Loop to attract office and residential growth.
- Lakefront open space will be enhanced through a public-private partnership at DuSable Park.
- The expansion of Ping Tom Park will include a rail underpass, a community center and a boat house.
- Railscape and other improvements in Grant Park will creatively reuse existing land and infrastructure to add usable open space.
- The proposed private redevelopment of the Fort Dearborn Post Office site will include needed open space for River North.

Image ES-19: Ping Tom Park

Complete the Central Area's Framework of Richly Landscaped Streets and Boulevards

Chicago's rich heritage of signature landscaped north-south streets and corridors will be augmented with a similar series of east-west streets.

- Division St.; Congress Parkway; Grand Ave. and Illinois St. (from Michigan Ave. to Lake Shore Dr.); Randolph St. (east of Michigan Ave.); South Wacker Dr.; and the Union Station area will be the primary focus for streetscape improvements.
- Interstate highway interchanges into the Central Area will be attractively landscaped as they are upgraded.
- Innovative green water management techniques and materials will be used to transform alleys and streets.
- Special lighting illuminating buildings and civic features will be installed in partnership with private owners, particularly along Michigan Avenue's historic street-wall.

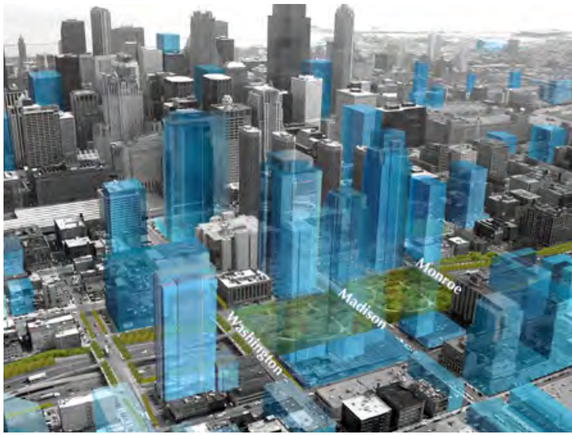


Image ES-20: Proposed "capping" of the Kennedy Expressway

ACTION PLAN PROJECTS

The major capital projects included in the CAAP will require a $15.55 billion investment by the year 2020. The bulk of this investment is for improvements to the public transportation infrastructure serving the Central Area.

An additional $6.25 billion in regional transit capacity projects are listed as key supporting elements (see page ES-20). While the City should support these projects, the CTA and Metra will lead their development and implementation, and they are not included in the bottom-line budget for the Central Area.

A three-phase implementation plan, based upon the priorities set by the Task Forces and the City's capacity to stage and accelerate projects, assigns projects to three consecutive four-year intervals between 2008 and 2020.

Engineering and planning work must begin immediately upon the Plan's adoption to reach many of the 2016 and 2020 targets.

Individual projects are listed and described on the following page. Cost estimates and the project phasing plan are detailed in the pages that follow.

Table ES-2: Central Area Project Cost Summary

Phase	Cost (2007 $)	Annual Average
2008-2012	$6,207,100,000	$1,551,775,000
2012-2016	$5,208,000,000	$1,302,000,000
2016-2020	$4,135,000,000	$1,033,750,000
GRAND TOTAL	**$15,550,100,000**	**$3,887,525,000**

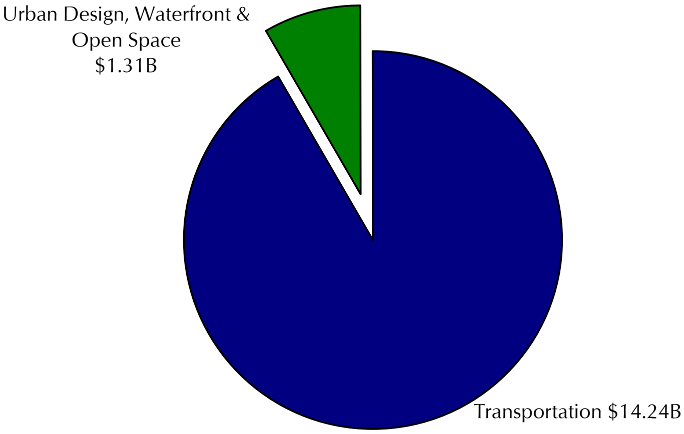
CAAP Employment Impacts

Implementation of the CAAP would provide an economic boost to the City and the region, primarily by supporting jobs in construction and related industries. The investment is also expected to support continued growth of the employment base in the downtown office district. Key statistics include:

- The $15.55 billion infrastructure investment in the Central Area would directly support more than 11,000 jobs per year over the 12-year implementation period of the Plan. According to regional wage estimates for construction-oriented employment, that totals $8.8 billion in wages for the local economy (2008 $).
- Indirect employment from "supporting industries" would add another 5,000 jobs per year and $2.2 billion in wages.
- Furthermore, this level of investment is expected to support the creation of 18,000 additional permanent jobs in the Central Area by 2020.

Note: Estimates based on employment impact figures developed by the U.S. DOT via its JOBMOD2 model. Wage data based on 2008 information from the Illinois Department of Employment Security.

Figure ES-2: Overall Costs by Project Type
Central Area Action Plan Projects



ACTION PLAN PROJECTS

Central Area Transportation Projects

Airport Express Rail Service: Direct express rapid transit service from the Central Loop to terminals at O'Hare and Midway

Carroll Avenue Transitway: Limited-stop, dedicated transit link connecting West Loop, River North and Streeterville

Clinton Street Transitway: Link between Carroll Avenue Transitway and West Loop Transportation Center

Clinton Subway: New West Loop subway connecting Cermak/Chinatown and North/Clybourn CTA stations

CREATE Program: Infrastructure investments to improve reliability of freight and passenger rail (3 phases)

CTA Infill Stations: New "L" stations along existing rail lines to increase access to transit (4 stations)

CTA Signal & Capacity Upgrades: Signal modernization and elimination of slow zones on rail network

CTA Station Modernization: Upgrades to existing stations in the Central Area (3 phases)

East-West Transitway: Limited-stop, dedicated transit service through Central Loop beneath Monroe Street

Lakefront Transitway: Limited-stop and dedicated transit service connecting Near South to Streeterville through Grant Park

Metra Extension & Upgrades: Improvements to the Union Pacific Northwest and West lines (2 lines)

North Lake Shore Drive Improvements: Smoothed curve at Oak Street to improve safety

Pedestrian Bridges over Chicago River: Improved pedestrian connections to train stations in West Loop and tourist areas in Streeterville (2 bridges)

South Branch Bridges: Connect street grid over the Chicago River at Taylor and 16th Streets or Polk (2 bridges)

Transit Passenger Information System: Improved program for consistent signage and dynamic passenger information across all modes (2 phases)

Union Station Access / Intermodal Upgrades: Improved access points and wayfinding outside the station and an intermodal transfer facility along Jackson

Union Station Capacity/Facility Upgrades: Upgraded passenger and customer amenities inside the station, including waiting areas and improved platform areas

Wacker Drive Reconstruction - Phase II: Upgrade to the north-south portion of Wacker Drive

Wells-Wentworth Connector: New north-south arterial through River South between Harrison and Cermak (2 phases)

West Loop Bicycle Station: Bicycle parking and locker room to serve bike commuters

West Loop Transportation Center: Four-level intermodal transfer facility beneath Clinton Street

Urban Design, Waterfront & Open Space Projects

Chicago River Management Entity: Establish, fund, and empower an organization to develop and manage riverfront improvements

DuSable Park: New park space at the inlet of the Chicago River commemorating Chicago's founding settler

Fort Dearborn Park: Open space as part of redevelopment of current Post Office site

Gateway Harbor: New boat marina and amenities connecting Dime Pier to the Navy Pier headlands

Grant Park Renovations: Reconstruction of the Monroe Street parking structure will be coordinated with facility and amenity enhancements (to be determined)

Kennedy Cap: Create new park land over the expressway between Monroe and Washington

Kennedy Corridor Enhancements: Improved connections across the expressway with traffic calming and landscaping

Lakefront Trail Bridge: Flyover connection crossing the Chicago River at the Lake

Lakefront Trail Expansion: Expansion of the park and trail into the Lake between North Avenue and Navy Pier

Lighting Enhancements: Lighting improvements along signature streets using grant or loan program to encourage private investment (2 phases)

Northerly Island Park Improvements: A new park highlighting sustainable design features to serve as an outdoor museum for conservation

Pedestrian Connection at Queen's Landing: Improvements of the pedestrian connection between Grant Park at Buckingham Fountain and the Lakefront Trail

Ping Tom Park Phase II: Expansion north of 18th Street along the South Branch of the Chicago River (2 phases)

Railscape Improvements: Screening of the rail line in Grant Park south to Museum Place with increased park land

Riverfront Improvements: Continued development of recreational and pedestrian system along the Main, North and South Branches of the Chicago River (5 phases)

Streetscape/Corridor Improvements: Upgraded on-street pedestrian environment for key east-west corridors, Wacker Drive and Union Station area (2 phases)

PHASING PLAN 2008-2012

Transportation Projects

Transportation Projects		Cost
Central Area Transit	CTA Station Modernization (4 Stations)	$360,000,000
	Carroll Avenue Transitway	$260,000,000
	Clinton Street Transitway	$60,000,000
	CTA Infill Station (Morgan - Green/Pink)	$60,000,000
	Transit/Passenger Information Systems	$10,000,000
Regional Transit Capacity	CTA Signal & Capacity Upgrades	$1,500,000,000
	CREATE Program (Phase I)	$750,000,000
	Metra UP-W Upgrades	$536,000,000
	Metra UP-NW Extension & Upgrades	$419,000,000
Pedestrian Environment	Union Station Access/Intermodal Upgrades	$30,000,000
Traffic Circulation	Wacker Drive Reconstruction (Phase II)	$350,000,000
	Wells-Wentworth Connector (Phase I)	$30,000,000
Alternative Modes	West Loop Bicycle Station	$1,000,000
National/International Connections	Airport Express Rail Service	$1,500,000,000
	Union Station Capacity/Facility Upgrades	$60,000,000
	Subtotal	**$5,926,000,000**

Urban Design, Waterfront & Open Space Projects

Urban Design, Waterfront & Open Space Projects		Cost
Urban Design	Congress Parkway Streetscape	$19,000,000
	Grand & Illinois Streetscape	$19,000,000
	Kennedy Corridor Enhancements	$10,000,000
	East Randolph Streetscape	$8,750,000
	Lighting Enhancements (Michigan, Congress & Wacker)	$600,000
Waterfront	Main Branch Riverfront (Phase I)	$46,000,000
	Gateway Harbor	$30,000,000
	Chicago River Management Entity	$250,000
Open Space	Northerly Island Park Improvements	$75,000,000
	Grant Park Improvements North	$35,000,000
	Ping Tom Phase II (Site Dev./Railway Underpass)	$20,000,000
	DuSable Park	$17,000,000
	Pedestrian Connection at Queen's Landing	$500,000
	Subtotal	**$281,100,000**

TOTAL COST (2008-2012) $6,207,100,000

NOTE: Costs are preliminary and based on current best practices; pre-engineering studies will be needed to refine estimates. Costs presented in 2007 dollars.

PHASING PLAN 2012-2016

Transportation Projects

		Cost
Central Area Transit	West Loop Transportation Center	$2,000,000,000
	Clinton Subway (Phase I)	$1,000,000,000
	CTA Station Modernization (3 Stations)	$270,000,000
	East-West Transitway (Monroe)	$200,000,000
	Lakefront Transitway	$150,000,000
	CTA Infill Station (Cermak or 18th - Green)	$60,000,000
	CTA Infill Station (Division - Brown/Purple)	$60,000,000
	Transit/Passenger Information Systems	$10,000,000
Regional Transit Capacity	CREATE Program (Phase II)	$750,000,000
Traffic Circulation	North Lake Shore Drive Improvements	$200,000,000
	South Branch Bridge at Taylor Street	$50,000,000
	Wells-Wentworth Connector (Phase II)	$15,000,000
	Subtotal	**$4,765,000,000**

Urban Design, Waterfront & Open Space Projects

		Cost
Urban Design	West Loop/Union Station Area Streetscape	$33,000,000
	Division Streetscape	$21,000,000
	Lighting Enhancements (LaSalle & Randolph)	$400,000
Waterfront	Lakefront Trail Expansion	$177,000,000
	North Branch Riverfront (River North)	$75,000,000
	Main Branch Riverfront (Phase II)	$46,000,000
	South Branch Riverfront (Downtown)	$15,000,000
Open Space	Lakefront Trail Bridge	$25,000,000
	Ping Tom Phase II (Multi-Purpose Center/Boathouse)	$18,000,000
	Grant Park South Railscape	$17,200,000
	Grant Park Central Railscape	$7,900,000
	Central Station Area Railscape	$7,500,000
	Subtotal	**$443,000,000**

TOTAL COST (2012-2016) $5,208,000,000

NOTE: Costs are preliminary and based on current best practices; pre-engineering studies will be needed to refine estimates. Costs presented in 2007 dollars.

PHASING PLAN 2016-2020

Transportation Projects

		Cost
Central Area Transit	Clinton Subway (Phase II)	$2,000,000,000
	CTA Station Modernization (2 Stations)	$180,000,000
	CTA Infill Station (Clark/18th - Orange)	$60,000,000
Regional Transit Capacity	CREATE Program (Phase III)	$1,200,000,000
Pedestrian Environment	Pedestrian Bridges over River (Streeterville, West Loop)	$60,000,000
Traffic Circulation	South Branch Bridge (16th or Polk)	$50,000,000
	Subtotal	**$3,550,000,000**

Urban Design, Waterfront & Open Space Projects

		Cost
Urban Design	Kennedy Cap	$500,000,000
Waterfront	South Branch Riverfront (River South)	$75,000,000
Open Space	Fort Dearborn Park	$10,000,000
	Subtotal	**$585,000,000**

TOTAL COST (2016-2020) $4,135,000,000

NOTE: Costs are preliminary and based on current best practices; pre-engineering studies will be needed to refine estimates. Costs presented in 2007 dollars.

Regional Supporting Projects

These transit projects improve the regional system centered on the Central Area, but are located entirely outside the study area and thus are not included in the Action Plan budget. The City should continue to coordinate with the Chicago Transit Authority and Metra as they study and plan these major proposed investments, which could total an additional $6.25 billion.

CTA Line Extensions - Red, Yellow, Orange: Expanded transit connections to the Central Area

CTA Circle Line: new transit "loop" providing connections between rail lines and reducing congestion in Loop

Metra SouthEast Service: New commuter rail line expanding service to the southeast suburbs

Metra STAR Line: New intersuburban rail line connecting Joliet, Rolling Meadows, and O'Hare airport

Phase	Project	Cost
2012-2016	CTA Red Line Extension	$1,000,000,000
	Metra SouthEast Service	$550,000,000
	CTA Orange Line Extension	$300,000,000
	CTA Yellow Line Extension	$300,000,000
2016-2020	CTA Circle Line	$3,000,000,000
	Metra STAR Line	$1,100,000,000
	TOTAL	**$6,250,000,000**

IMPLEMENTATION AND FUNDING

Funding for a program of the size, complexity and duration of the CAAP must be assembled from a variety of sources, including the City, other local agencies, the State of Illinois, the federal government and the private sector.

The capital improvements are estimated to cost $15.55 billion over the 2008 to 2020 time frame. Analysis of historic funding patterns for the kinds of projects included in the Plan suggests that the City's share of the total costs could range from $6 to $8 billion, or an average of $500 to $667 million per year.

Private Partnerships

Whenever possible, the City will continue to defray the costs of the CAAP program by partnering with developers, benefactors and other private interests on implementing individual projects. Examples for this type of arrangement include:

- The development of parks and open space within or adjacent to development sites in the Central Area. An example is the agreement with developers of the proposed Spire to fund the creation of DuSable Park.
- Creation of stations, shelters or other transit facilities which are integrated with adjacent developments, such as the ongoing agreements along the Carroll Avenue Transitway right-of-way to protect and preserve areas for stations within high-rise buildings.

The City of Chicago's Capital Improvement Plan

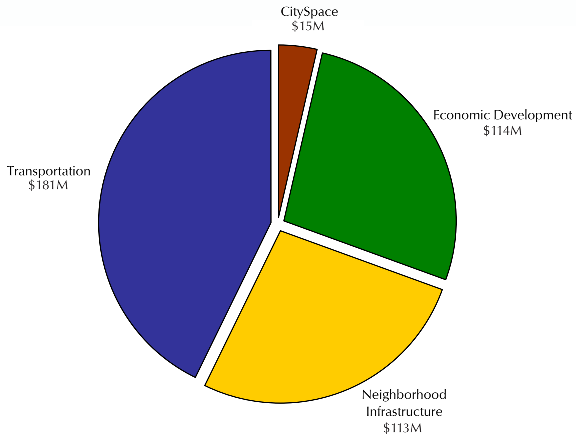
The mechanism for scheduling the funding, equipment, and personnel for City projects is the Capital Improvement Plan (CIP). The CIP is updated annually and establishes priorities and schedules for all public improvement projects within a five-year period, given available resources.

The overall 2007 capital budget was $2.0 billion. Programs related to improvements at O'Hare and Midway Airports, the O'Hare Modernization program, Municipal Building and Water and Sewer accounted for over three-quarters of this budget. The remaining programs were allocated $423.1 million, distributed among the following categories (as shown in the chart at the top right):

- CitySpace: $14.9 million for parks, greenways, lakefront
- Economic development: $114 million for streetscaping, industrial streets, viaduct improvements
- Neighborhood infrastructure: $113.4 million for aldermanic menu of services, alleys, lighting, sidewalks
- Transportation: $180.8 million for bridges, intersections, major streets, signals, transit

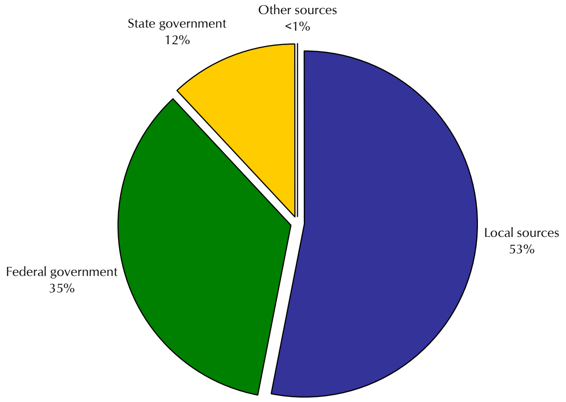
Funding sources for CIP projects include tax increment financing (TIF), general obligation (GO) bonds repaid by property tax revenues, state grants, federal grants and miscellaneous sources.

Figure ES-3: 2007 City of Chicago Capital Budget
CitySpace, Economic Development,
Neighborhood Infrastructure, and Transportation Programs



Source: City of Chicago

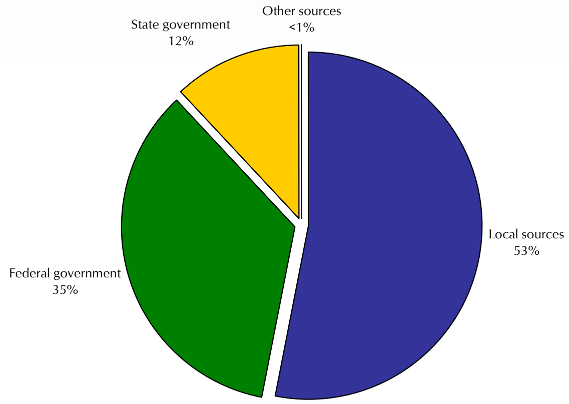
Figure ES-4: 2007 City of Chicago Capital Budget Funding Sources
CitySpace, Economic Development,
Neighborhood Infrastructure, and Transportation Programs



Source: City of Chicago

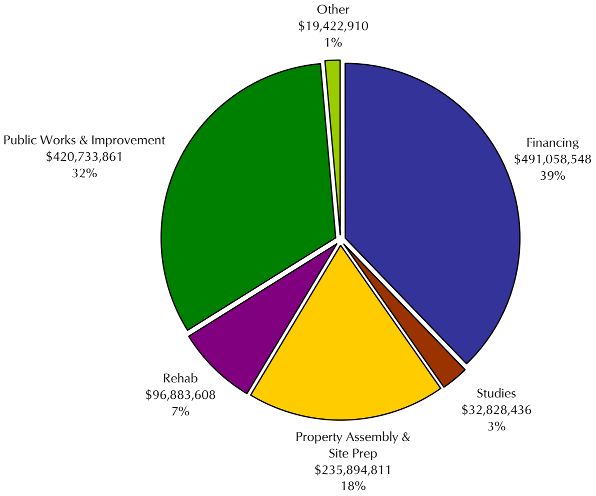
IMPLEMENTATION AND FUNDING

Figure ES-5:
Transit Capital Funding Patterns
Top 50 US Transit Agencies



Source: RTA

Figure ES-6:
Central Area TIF District Spending Categories, 1997-2006



Source: City of Chicago

Transportation Funding

Public transportation projects in the U.S. are usually funded by a combination of fare revenues, federal grants and state and local subsidies that include dedicated tax revenues.

The transportation program in the City's CIP in 2006 and 2007 relied upon federal and state money for 80% to 90% of its funding. This funding has been relatively consistent over the past two years, with $70 million in annual state funding and $80 to $85 million in annual federal funding.

Capital investment at the state and federal levels has been decreasing in the past decade. *2007 – The Year of Decision: Regional Transportation Strategic Plan,* prepared as part of the *RTA Moving Beyond Congestion program*, reported that the top 50 transit agencies in the U.S. relied heavily on local funds for their capital investments (as illustrated by the chart to the left):

- 53% from local sources
- 12% from the state government
- 35% from the federal government
- <1% from other sources

Recent trends, however, indicate an increased federal interest in transportation funding. Federal economic stimulus funds could accelerate plan implementation and increase the federal funding share.

Tax Increment Financing

Tax Increment Financing could serve as a source of funding for capital projects within the Central Area. Although it might not cover all of the City's local share of costs, TIF can provide a source of funding for initial activities, such as preliminary engineering or site preparation.

The established TIF districts will remain essential to funding the recommendations of the CAAP. They should be protected, expanded, and aggressively used in a coordinated way to ensure a secure funding framework.

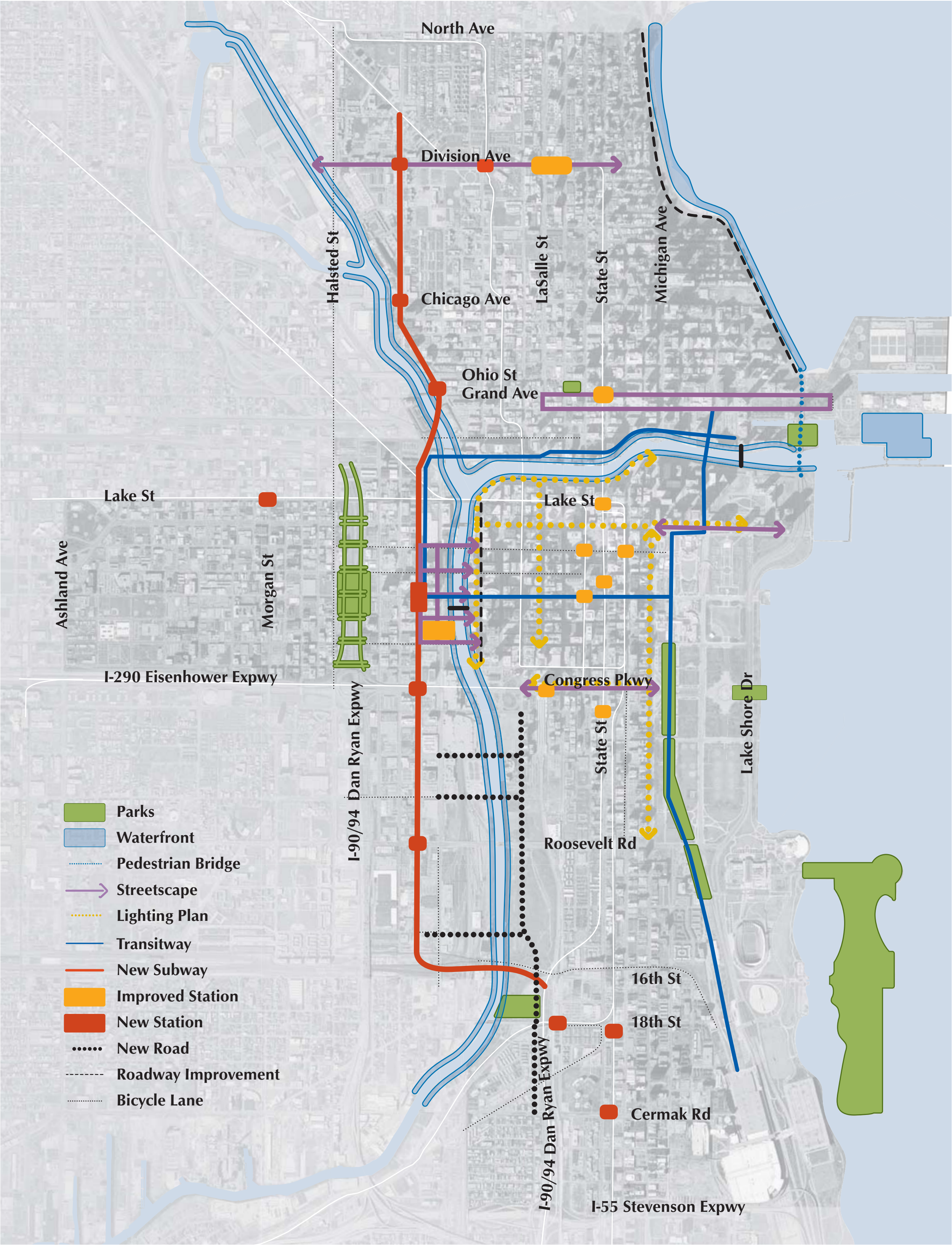
A useful statutory feature of TIF districts is the ability to share revenues among contiguous districts, to accommodate large-scale projects that may exceed a given year's incremental revenue collection or that may span multiple districts. Of the nineteen TIF districts located in the Central Area, sixteen districts are contiguous. The sum of total budgets for the Central Area TIF districts over their twenty-three year life spans is $3.2 billion.

The top three spending categories in the Central Area TIF districts between 1997 and 2006 were:

- Financing costs for bonds: $491 million (37.9% of total)
- Public works and improvement: $421 million (32.4%)
- Property assembly and site preparation: $236 million (18.2%)

The CAAP recommends focusing TIF spending on the major public works projects identified in this Plan.

ACTION PLAN PROJECT MAP


North Ave
Division Ave
Halsted St
LaSalle St
State St
Michigan Ave
Chicago Ave
Ohio St
Grand Ave
Lake St
Lake St
Ashland Ave
Morgan St
I-290 Eisenhower Expwy
Congress Pkwy
I-90/94 Dan Ryan Expwy
State St
Lake Shore Dr
Roosevelt Rd
16th St
18th St
Cermak Rd
I-90/94 Dan Ryan Expwy
I-55 Stevenson Expwy
Parks
Waterfront
Pedestrian Bridge
Streetscape
Lighting Plan
Transitway
New Subway
Improved Station
New Station
New Road
Roadway Improvement
Bicycle Lane

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The consultant team and City of Chicago gratefully acknowledge the reutilization of several graphical renderings created by Skidmore, Owings, and Merrill, LLP for the

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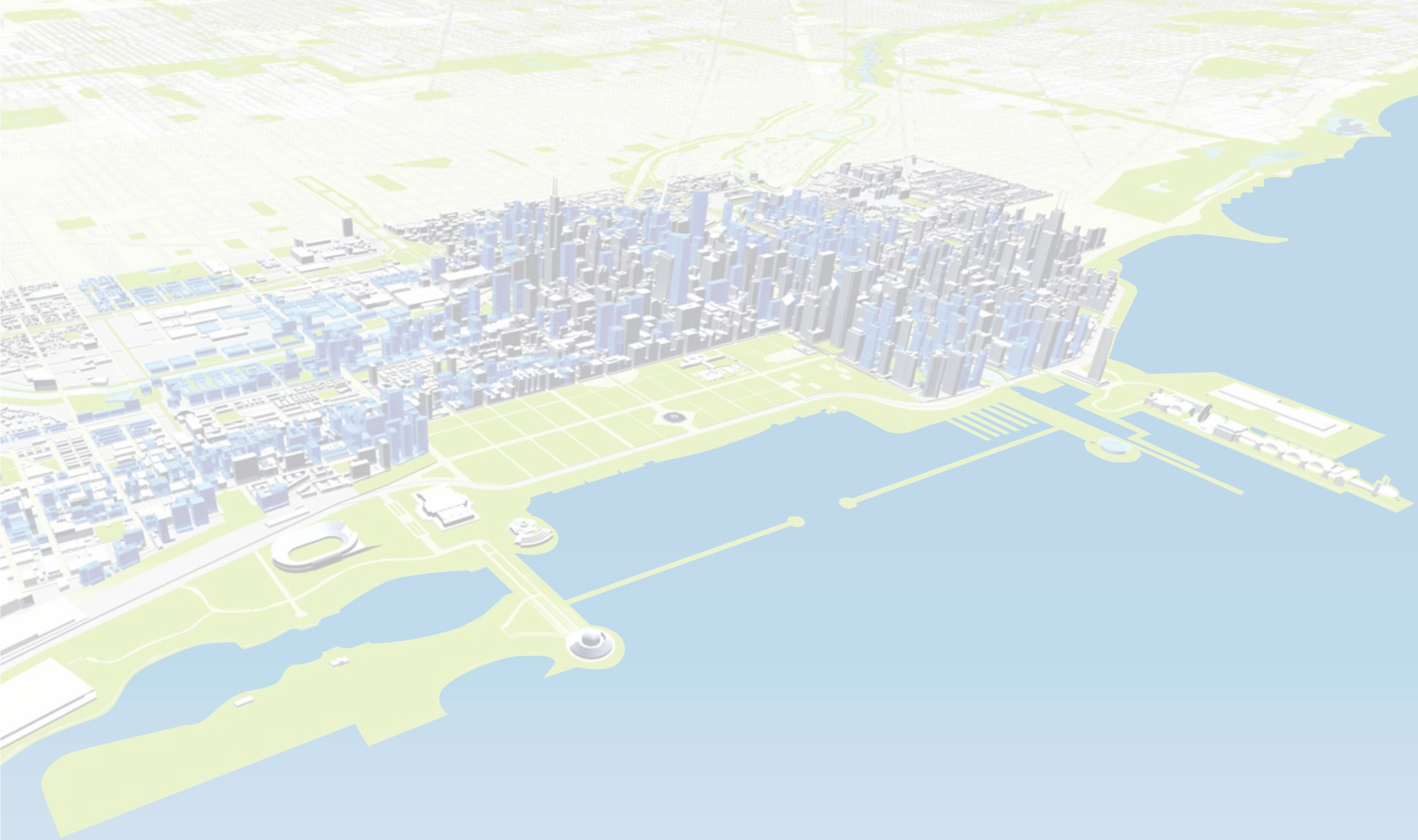


Chapter 1

Economic Development & Land Use

DEVELOPMENT GROWTH AND BENCHMARKS

The 2003 Central Area Plan combined an economic sector analysis with a comprehensive physical plan. It included an analysis of annual demand for land by market sector through 2020 under both a current-trend (base-case) scenario and an opportunity (best-case) scenario. The base-case scenario accounts for the current downturn in the economy and assumes moderate levels of public and private investment. The opportunity scenario envisions the growth potential of the Central Area if the goals and projects of the CAAP are implemented through increased public and private investments.

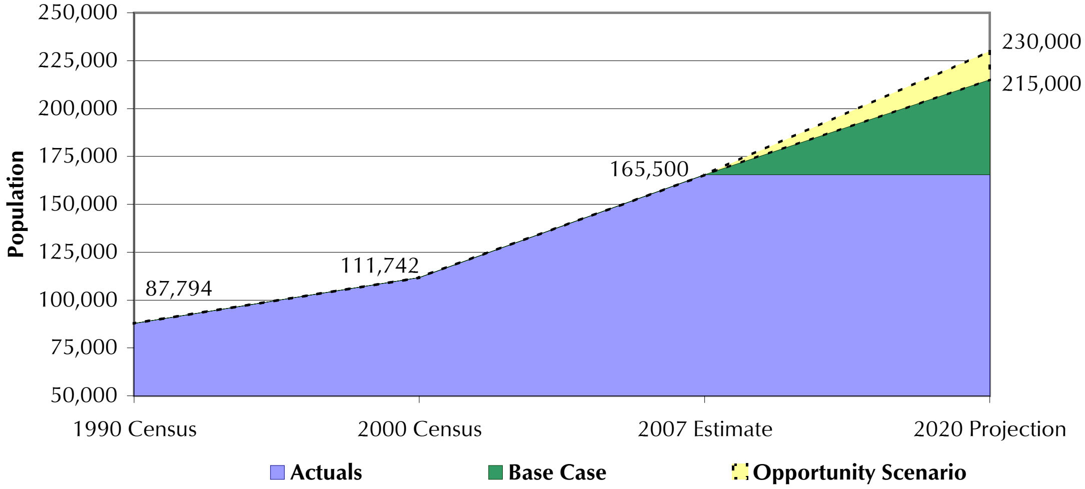
Continuing that approach, the Central Area Action Plan examines the performance of the Central Area since 2000 and sets new economic benchmarks under the two scenarios (see Table 1-1 below for a comparison between the projections and actual trends). The potential growth could be slowed if current economic conditions persist.

- Office growth projections were on target as of 2007, although not primarily driven by job growth. New space additions came from changing office technology and user space needs as well as funding availability.
- Retail development exceeded projections as a result of stronger than anticipated residential growth.
- Educational facility development surpassed projections, with student housing emerging as a growth sector supporting new levels of full-time student enrollments.
- Hotel development was also close to projections, with the market recovering in 2005-2006. The 9/11/2001 terrorist attacks brought about a prolonged decline in tourism, and the "jobless" economic recovery hurt convention activity and business travel. Millennium Park was the foremost factor in bringing tourists back after the downturn.
- Residential growth between 2000 and 2007 far exceeded the projections in the 2003 Plan, reflecting the low interest rate environment, the draw of a new generation of residential projects and the growing appeal of the Central Area to empty nesters as well as younger owners and renters.

Table 1-1: Central Area Growth Trends and Forecasts

	Annual Projections 2003 *Central Area Plan*		**Actual Development 2000-2007**		**Annual Growth Benchmarks 2008-2020**	
	Base Case	**Opportunity Scenario**	**Total**	**Annual Average**	**Base Case**	**Opportunity Scenario**
Office (SF)	1,600,000	2,200,000	15,135,000	1,892,000	700,000	1,000,000
Retail (SF)	250,000	350,000	3,160,000	395,000	200,000	300,000
Residential (Units)	1,800	2,200	33,464	4,183	2,600	3,300
Student Housing (Beds)	150	180	4,206	526	200	400
Hotel (Rooms)	600	700	4,323	540	500	700

Figure 1-1: Central Area Population Trends and Projections, 1990-2020



DEVELOPMENT GROWTH AND BENCHMARKS

New Development Benchmarks

In light of development trends over the past eight years, updated demographic data, input from Task Force members and market analyses, 2020 benchmarks have been revised (see Table 1-1). While projections for retail and hotel rooms are similar to the 2003 Plan, the growth benchmarks have been adjusted upward for student housing and downward for the office sector. Residential benchmarks are higher than the 2003 Plan, but lower than the housing boom years of 2005 - 2007.

Employment Trends and Projections

Highlights of economic trends and projections include the following:

- The Chicago metro area has a distribution of jobs similar to the U.S. but, with its strong economic ties to the Midwest, has been growing more slowly.
- Over 40% of exports from the Chicago metropolitan area are to the "rest of the Midwest", which suffers from a continuing turndown in manufacturing, particularly in the auto industry.
- During the national recession of 2001 and the jobless recovery through 2005, the Central Area lost 45,000 private-sector jobs. This downward trend was mirrored in the Chicago metropolitan statistical area (MSA) level and across multiple large MSAs, including New York City, Boston and San Francisco.
- In the Central Area, the four employment sectors experiencing growth were: management of companies, education services, healthcare, and accommodations/food service.
- The Central Area's economic recovery was evidenced by an increase of 16,333 private-sector jobs in 2006.

Total private- and public-sector employment in the Central Area is estimated to reach between 600,000 (base case) and 630,000 (opportunity scenario) by 2020. These employment estimates represent an average growth rate of 3,500 to 5,000 jobs per year.

The opportunity scenario, which envisions high growth in office-using employment, reaffirms the Central Area's continued role as the hub of the regional job market. It also assumes investment in infrastructure as recommended in this Plan.

Population Trends and Projections

Highlights of population trends and projections include the following:

- The 2007 population in the Central Area is estimated to have reached 165,500 persons (based on the growth in completed residential units and typical household sizes). Since the 2000 Census count of 111,742, the population has grown by nearly 54,000—an increase of 48%.
- From 2000 to 2007, the Central Area grew at an annual average rate of 5.8%. This compares with an annual growth rate for the Chicago MSA of 0.7% and for the U.S. of 1.0% over the same period.

By 2020, the Central Area population is projected to range from 215,000 to 230,000. This represents an average growth of 4,200 to 5,300 per year.

Work Process

The Economic Development and Land Use (EDLU) Task Force was one of three Task Forces charged with making recommendations to the Steering Committee. At six meetings and numerous work sessions over six months, the EDLU Task Force followed a three step process to review and refine strategies and projects.

First, the Task Force reviewed land use and economic development trends in the Central Area since 2000. The original economic framework was updated with recent trends, current conditions and new 2020 benchmarks.

Second, the Task Force confirmed land use and economic development goals for the Central Area and its twelve planning districts. To help establish priorities, planning districts were ranked according to the degree and intensity of current and projected development and growth, and strategies were created for each. The updated economic framework and visions guided the other two Task Forces (Urban Design and Transportation) in identifying and prioritizing projects.

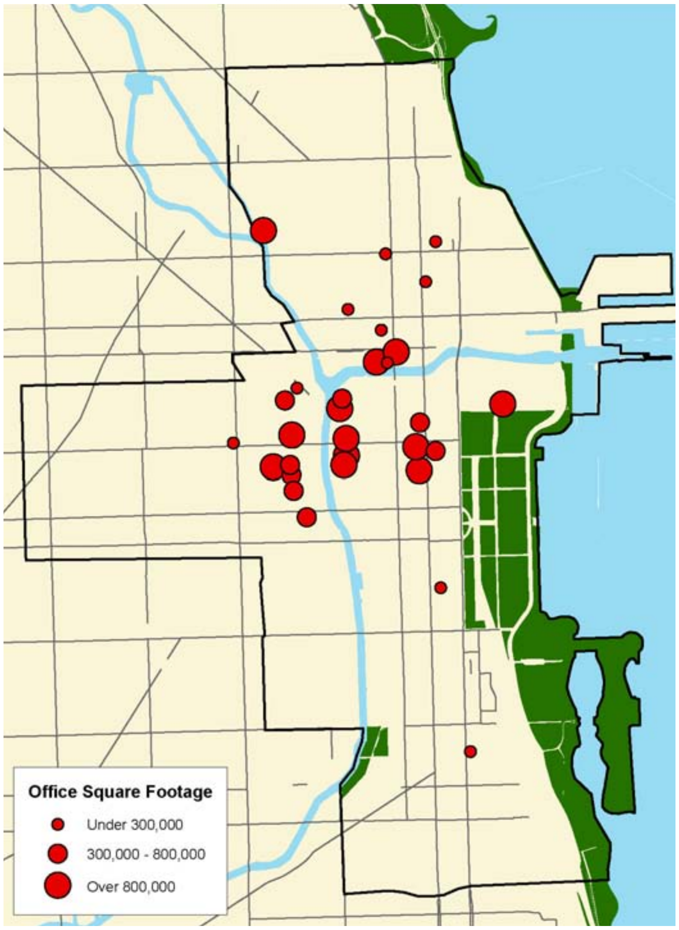
Finally, with consideration of the work of the other two Task Forces, the EDLU Task Force recommended actions and projects to attain nine land use and economic development policy goals. While the Plan looks toward 2020, most of the actions and projects could be implemented in a shorter time frame.

DEVELOPMENT TRENDS & PROJECTIONS

Image 1-1: The ABN/Amro Building on Madison was one of numerous new mid-rise office buildings constructed in the West Loop.

Image 1-2: Infill sites in the Central Loop are being developed as Class A office space.

Figure 1-2: Office Development, 2000-2007



Current Office Trends

As of 2007, there were approximately 120 million SF of office space in the Central Area. Highlighted office market trends and conditions include the following:

- As of year-end 2007, the Central Area inventory represented 53.3% of all office space in the Chicago metro area. The Central Area has maintained its office market share in the range of 53% to 55% since 2000.
- The office sector added 15.1 million SF of new space from 2000 to 2007, for an average of 1.9 million SF per year, in line with the 2003 Central Area Plan projections.
- New office development has continued to shift to the west, along Wacker Drive (high density) and to the West Loop (medium density) in proximity to train stations.
- Class C office buildings, particularly on the east side of the Loop, are being converted to residential, hotel and institutional uses.

Office Projections

Office demand between 2000 and 2007 was driven largely by changing technology and user space needs. These trends plus moderate projected increases in business services and other types of office-using employment will generate demand for 700,000 to 1.0 million SF of new office space annually through 2020.

DEVELOPMENT TRENDS & PROJECTIONS

Current Residential Trends

As of 2007, there were approximately 102,000 housing units in the Central Area. Highlights of the residential market from 2000 to 2007 include the following:

- An average of 4,180 units were added per year from 2000 to 2007, significantly above the projections in the 2003 Central Area Plan.
- Near South represented the largest share (23%) of residential growth, followed by River North with 22%.
- Near South, with its large remaining inventory of development sites, is expected to capture the largest share of growth through 2020.
- Central Loop is becoming a significant residential area, offering proximity to Millennium Park and Grant Park.
- Developers have responded to increased demand for high-end condominiums, often second homes, from suburban empty-nesters and frequent national and international visitors.
- The conversion of some condominium projects to rental will help more downtown office workers afford walk-to-work housing in the Central Area.

Residential Projections

Even with the onset of a development slowdown, the demand from workers, students, empty-nesters, and others seeking the lifestyle of the Central Area results in projections through 2020 of 2,600 to 3,300 new units per year.

Figure 1-3: Residential Development, 2000-2007 (plus planned)

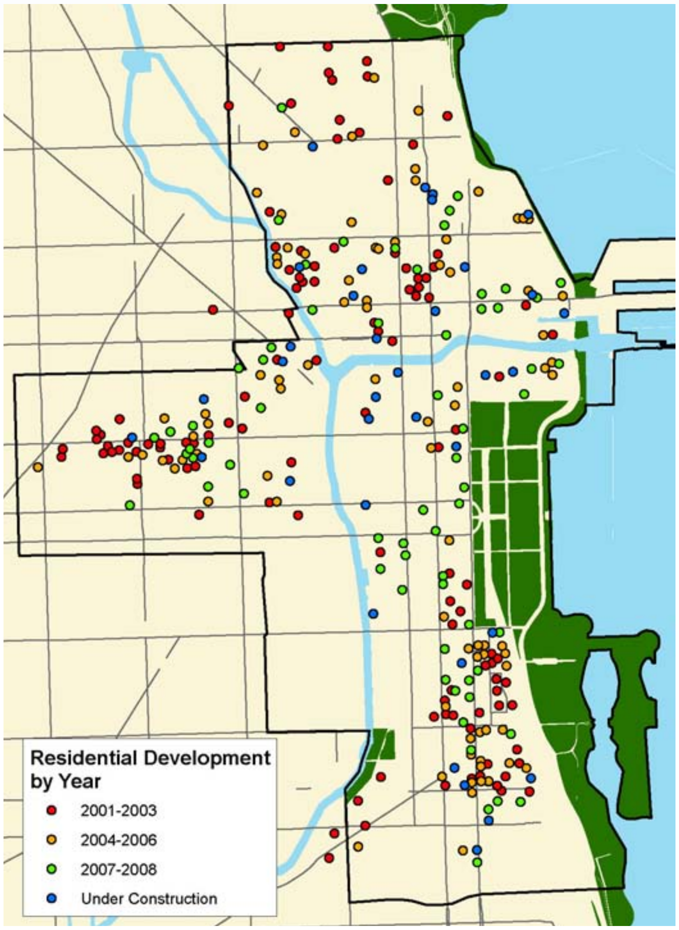
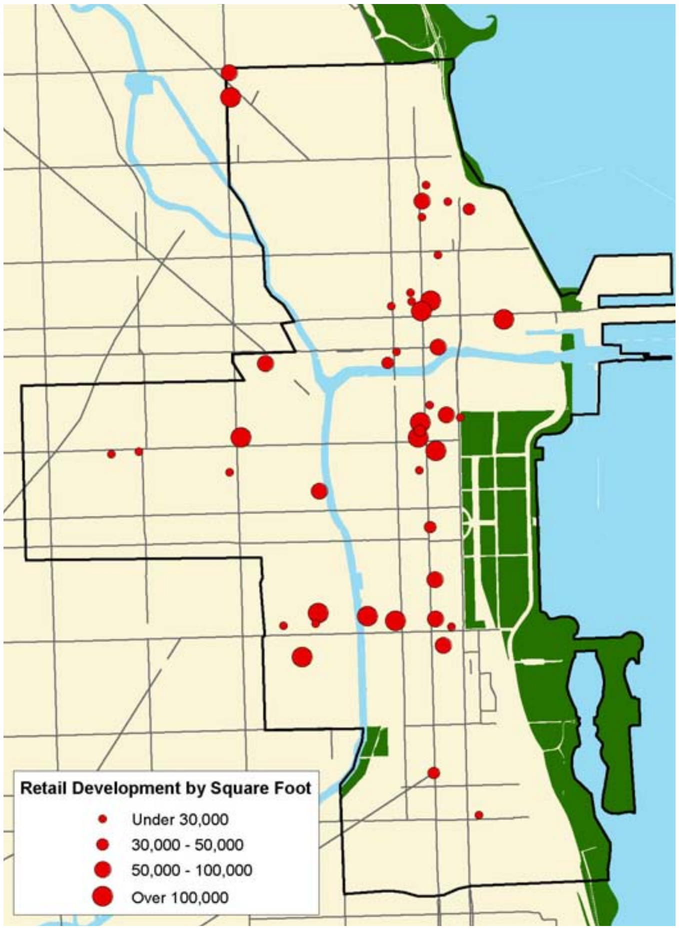


Image 1-3: The Near South is expected to remain the most active Central Area subdistrict for residential development.

Image 1-4: The eastern bank of the North Branch has become a focal point for residential population growth.

DEVELOPMENT TRENDS & PROJECTIONS

Figure 1-4: Retail Development, 2000-2007



AMC
THEATRES
BOWL

Image 1-5: River East in Streeterville is an example of how new commercial and entertainment venues are being added alongside new residential development.

Roosevelt Rd
TARGET

Image 1-6: The new Target store at Clark Street is part of a growing Roosevelt Road commercial district which feature numerous national retailers.

Current Retail Trends

As of 2007, there were more than 10 million SF of retail space in the Central Area. Retail market trends and conditions include the following:

- New retail development exceeded the 2003 projections due to sustained residential growth, increased tourism traffic since the opening of Millennium Park and heightened interest in Central Area locations by retailers.
- Retail centers added nearly 3.2 million SF from 2000 to 2007, or an annual average of 395,000 SF per year.
- In addition, 75,000 SF per year was added in ground floor non-retail projects, providing neighborhood and convenience retail for residents and workers.
- Residential demand has driven big box retail development along Roosevelt Road and at infill sites in the North and Clybourn area.
- Eight new grocery stores have opened since 2000, with more under construction and in planning to serve the growing residential population.
- Tourists now account for over 50% of retail demand on North Michigan Avenue.
- Millennium Park tourism and an expanding student population have strengthened State Street. Completion of the 108 North State (Block 37) retail and entertainment complex, along with growth in the downtown workforce, will further bolster State Street.

Retail Projections

Retail demand will be driven by increased numbers of residents, visitors, students and workers. The Central Area is projected to add between 200,000 and 300,000 SF annually for all types of retail space.

DEVELOPMENT TRENDS & PROJECTIONS

Current Hotel/Tourism Trends

As of 2007, there were nearly 31,000 hotel rooms in the Central Area. Hotel market trends include the following:

- The hotel market made a robust recovery from the impact of 9/11, with reinvestment in existing properties, adaptive reuse projects, and new construction.
- The improved performance of the hotel market is indicated by a 75.5% occupancy rate in 2007, up from 67.4% in 2006
- With Millennium Park's success as an attraction, hotel development is shifting south of the River.
- More than 4,000 hotel rooms were added between 2000 and 2007, an average of 540 per year.
- In the current downturn, additional rooms are under construction, but several planned projects have been cancelled or put on hold.

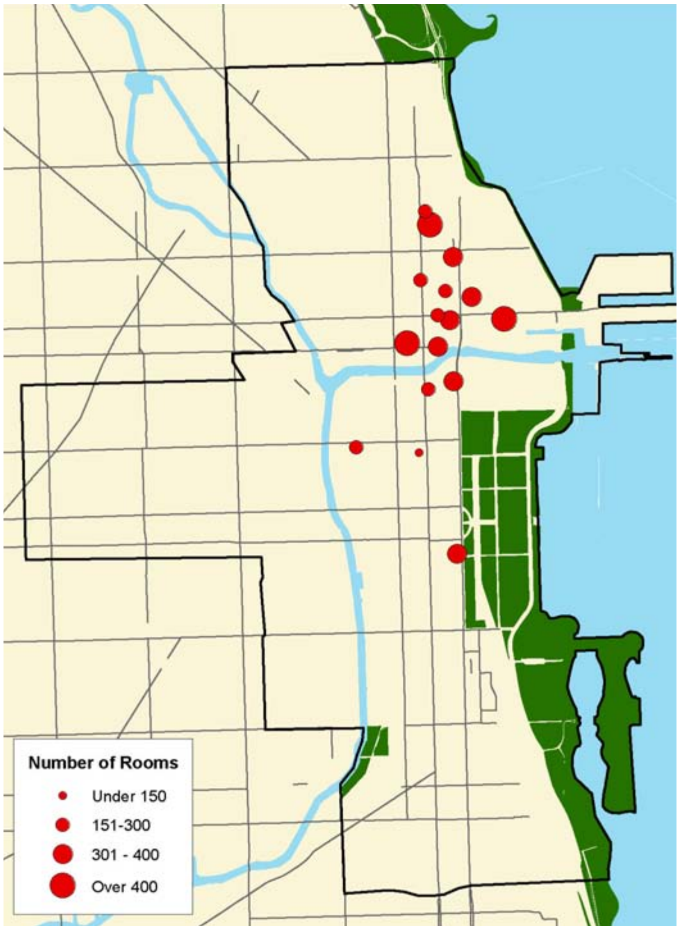
Hotel/Tourism Projections

The forecast going forward shows 500 to 700 new rooms per year to accommodate business travel, the new McCormick Place West and increased weekend visitation. Significant new hotel development is anticipated in the vicinity of the McCormick Place campus, particularly along Cermak Road.

Image 1-7: Millennium Park continues to have a strong impact on residential and hotel development in the Central Area.

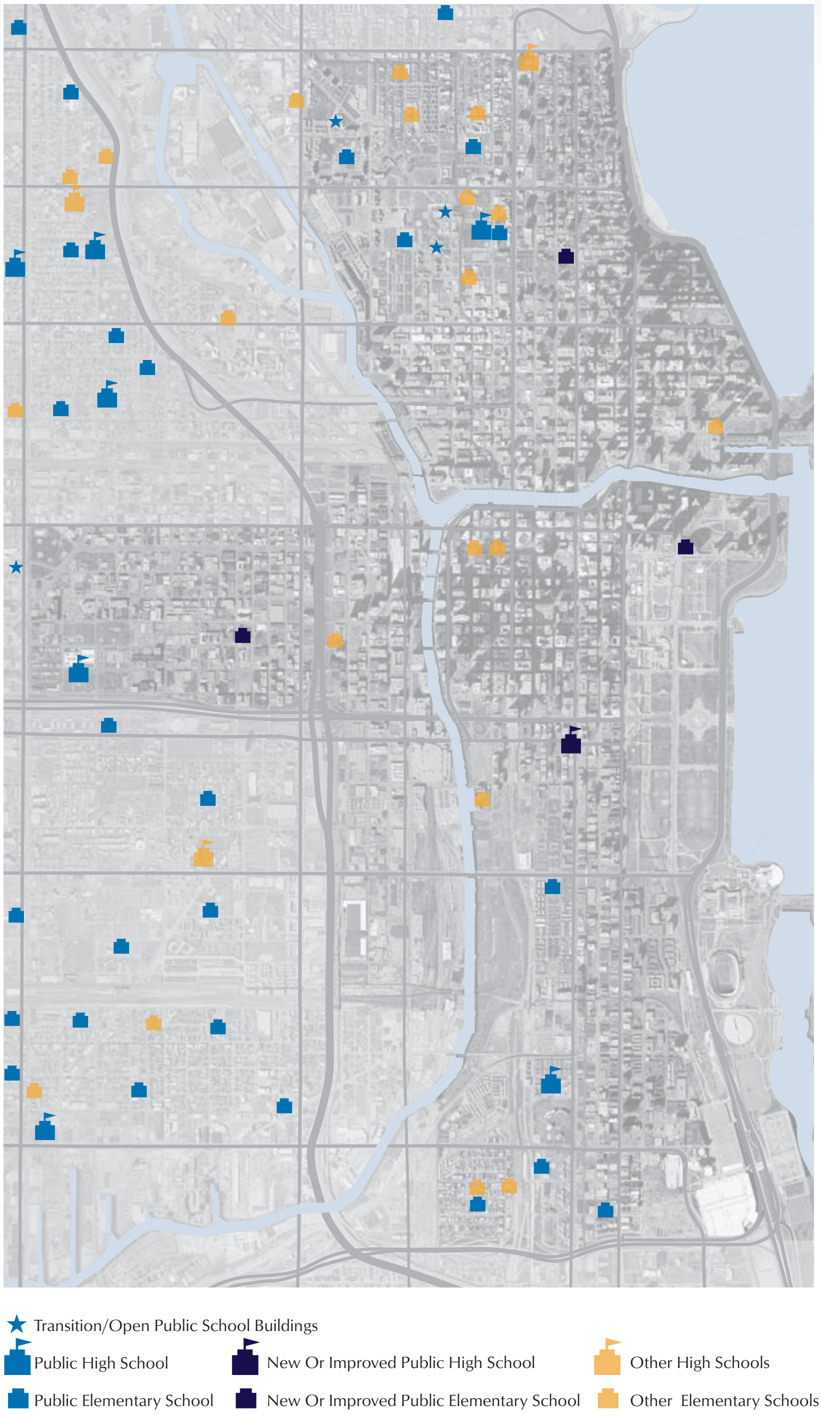
Image 1-8: New hotel chains, such as Sofitel, are entering the Chicago market for the first time due to an increase in tourist visits.

Figure 1-5: Hotel Development, 2000-2007



DEVELOPMENT TRENDS & PROJECTIONS

Figure 1-6: Central Area Schools (Planned and Existing)


★ Transition/Open Public School Buildings
Public High School
New Or Improved Public High School
Other High Schools
Public Elementary School
New Or Improved Public Elementary School
Other Elementary Schools

Current Institutional Trends

The institutional market, with its subcategories of education, arts/culture and healthcare, was a strong contributor to growth in the Central Area from 2000 to 2007. Major institutional trends include the following:

- The healthcare sector, particularly at the Northwestern Campus in Streeterville, continued to expand with the opening of major facilities such as the Lurie Research Center and Prentice Women's Hospital.
- Numerous university-related facilities opened, including new classrooms and dormitory developments for Columbia College, DePaul University, and Roosevelt University in the South Loop.
- Elementary and high schools also invested in new or upgraded facilities across the Central Area. These included new public school facilities such as the National Teacher's Academy on Cermak.
- The Theater District expanded with the addition of the new Goodman Theater and the renovation of the former Schubert Theater, which reopened as the Bank of America Theater.
- The Art Institute of Chicago is completing a major addition.

Institutional Projections

The institutional sector is projected to continue its steady expansion. Particular areas for continued growth include the medical concentration in Streeterville (including the new Children's Memorial Hospital) and new schools to serve the Central Area's growing population.

ECONOMIC DEVELOPMENT AND LAND USE GOALS

The land use and economic development recommendations are summarized under nine comprehensive goals below. For each of these goals, specific projects and regulatory actions are presented. Together, they create a strategy for a multi-year implementation program.

The result is a multi-year public and private investment program of $15.55 billion, organized around the following implementation policies.

Maintain Chicago's Position as the Economic Engine of the Region and State

- Maintain the Central Area's majority share of regional office growth by continued investment in transit.
- Consider changes to zoning ordinances to enhance the distinction between the Downtown Core (DC) and Mixed Use (DX) districts to more strongly support the City's preference for office development in the Central Loop and West Loop, such as designating residential as a special use in DC and increasing residential minimum lot area (MLA) requirements.
- Expedite upgrades in the information and communication infrastructure (such as wireless broadband) that are essential to compete in the global marketplace.
- Leverage the CBOT/CME merger and the new LaSalle Central TIF to revitalize south LaSalle Street and expand Chicago's role in national and international finance.
- Focus investments toward cultural, healthcare and educational institutions that enhance the business environment, promote visitation and expand the job base.
- Protect existing Downtown Service (DS) areas to ensure a place for back office and service functions that support downtown business.
- Assist and collaborate on public/private ventures that support educational institutions, such as links between businesses and schools.

Support Dense Residential Growth to Enhance Urban Vibrancy and Utilize the Urban Infrastructure

- Protect existing densities, affirming the 2004 Chicago Zoning Ordinance that developed Downtown Districts in support of the 2003 Central Area Plan.
- Maintain the supply and building capacity of remaining sites to enable the growth projections upon which the Plan is premised.
- Implement performance standards addressing factors such as noise and waste management to mitigate conflicts from mixes of residential with other uses.
- Encourage a range of housing choices, including workforce housing, to serve a diverse employment base.
- Build and improve schools and recreation facilities to support residential growth, using significant TIF contributions as needed.
- Pursue the highest standards of urban design, continuing streetscape, park, trail and public art projects in recognition of their contribution to quality of life.

Implement Cutting-Edge Environmental Practices and Green Building Techniques

- Employ Smart Growth principles in land use and transportation planning in the Central Area—the strongest location in the region to demonstrate their efficacy.
- Maximize densities in high-use corridors and around transit lines to create a walkable environment,

Image 1-9: Key sites in the Central Loop and West Loop should be reserved for employment-supporting office development.

Image 1-10: The Central Area will maintain its position as the primary cultural, recreational and tourism district for the region.

Image 1-11: The Central Area will continue to add dense, urban-scale residential units.

ECONOMIC DEVELOPMENT AND LAND USE GOALS

Image 1-12: The Riverfront and Lakefront areas will become continuous pedestrian and open space corridors.

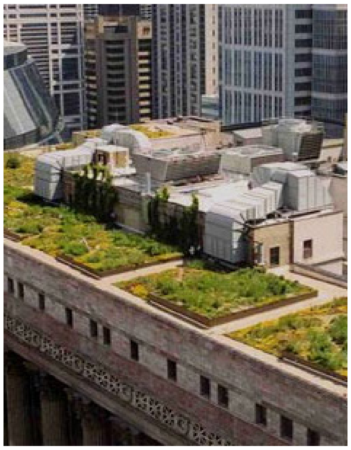


Image 1-13: Programs that strengthen green building practices will be encouraged in the Central Area.

Image 1-14: Improvements at Union Station will reinforce its role as a major gateway to the Central Area.

promote public transit use and leverage public investment.

- Increase energy efficiency and conservation by upgrading building codes incrementally to reach LEED Silver and Gold standards.
- Make infrastructure development sustainable by reducing material consumption through the use of recycled materials and by minimizing negative environmental impacts, such as stormwater runoff.
- Transition the CTA and other public vehicles to low-emission standards and alternative fuels.

Enhance Parks, Corridors and Waterfronts for Residents, Workers, Students, and Visitors

- Set the highest standards for urban design as an essential ingredient in "bonding people to a place."
- Expand the park impact fee program to create sufficient park space for new residents.
- Implement the park, waterfront and streetscape/corridor recommendations of the Urban Design Task Force.
- Prioritize completion of the Riverwalk system as an amenity to support Central Area shopping, employment, and cultural facilities, beginning with the Main Branch (Lake Shore Drive to Franklin Avenue).
- Expand the Lakefront Trail and parkland between Navy Pier and North Avenue to fill missing gap in Lakefront park system.

Better Connect to the World through O'Hare and Midway Airports as well as the Regional Rail Network

- Connect the Central Area to O'Hare and Midway regional airports with direct, express train service, building on investments by the City and CTA, and attracting private involvement.
- Continue O'Hare expansion and Midway improvement programs.
- Reaffirm Chicago Union Station's status as a prime gateway into the Central Area by reinvesting in intermodal facilities; improving station access and wayfinding; and supporting expansion and enhancements to Amtrak service.

Strengthen Chicago's ties to the North American Economy through Efficient Freight Delivery

- Protect Chicago's role as the largest inland international container port in North America.
- Fully support all state and federal initiatives to implement the Chicago Region Environmental and Transportation Efficiency Program (CREATE), a menu of railroad enhancements to maintain Chicago's global freight competitiveness.
- Reduce conflicts with Metra trains to ensure rush-hour passenger capacity and efficient freight movement.
- Channel freight rail traffic to corridors outside the Central Area.
- Continue viaduct and roadway improvements to rail, truck and intermodal locations.
- Improve the efficiency and minimize impacts of freight delivery by requiring off-peak hours, encouraging loading zone management and implementing other recommendations of CDOT's Downtown Freight Study (2007).

ECONOMIC DEVELOPMENT AND LAND USE GOALS

Invest in Transit to Support the Growth Envisioned by the Plan

- Invest in transit to support the growth projections in the Plan, particularly for employment and office space.
- Implement the transit, roadway, and related improvement recommendations of the Action Plan.
- Give first priority to Metra and CTA rush-hour/commuter capacity enhancements. For CTA, this includes upgrading information systems; modernizing stations; adding stations in growing residential areas; and extending rail lines to allow more workers to commute to the Central Area via public transit. For Metra, this includes expanding service capacity, including lengthening platforms at the downtown stations and expanding parking and transit-oriented development at suburban stations; assisting intermodal upgrades at LaSalle and Union Stations; and continuing improvements along the Electric Line.
- Create a new system of dedicated Transitways to serve high growth and high density centers.

Frame a City/State/Federal Capital Investment Plan Supplemented by Private Participation

- Launch a campaign to educate residents and business leaders on the benefits of a long-term capital investment in the Central Area as the driver of the region's growth.
- The established TIF districts will remain essential and should be protected, coordinated, expanded, extended as feasible and otherwise creatively and aggressively utilized to insure a secure funding base and redevelopment framework.
- Dedicate the majority of TIF and related funding to the long-term capital projects identified in the Action Plan.
- Use TIF immediately as seed capital to initiate plans for key transportation and corridor improvements.
- Although market conditions support most development projects, selectively use site-specific incentives where there are significant public benefits.
- Pool tax increment income from all the contiguous TIF districts for significant area-wide projects.
- Update revenue projections of all TIFs using the base growth projections of this Plan.
- Issue general obligation bonds pledged against future TIF revenues to fund capital projects.
- Enable improvement districts in neighborhoods and commercial districts that will fund new services and capital projects.
- Identify the local match requirements for key transportation projects and ensure it is designated.
- Present the prioritized project list to RTA, Metra and CTA to be included in state and federal transportation budgets.
- Support increased capital spending from the federal and state governments, and utilize public-private partnerships as appropriate to leverage public dollars to achieve capital projects.

Incorporate the Central Area Action Plan into the Regional Transportation Plan, McCormick Place Planning and State and Federal Capital Programs

- Hold to the principles of sustainable development, compact growth, transit oriented design and smart growth by maintaining the Central Area as the economic core of the region.
- Facilitate funding with a regional approach that coordinates the efforts of the City, Counties and the State of Illinois, with the Action Plan as a core element.
- Join with long-term planning efforts for McCormick Place and the surrounding district to support those projects that would provide long-term benefits to the City.

Image 1-15: Better use of existing transportation infrastructure, such as the Lakefront busway, will improve mobility within the Central Area.

Image 1-16: Recent expansion of McCormick Place will drive the need for improved facilities for business visitors.

Chapter 2

Transportation

TRANSPORTATION FINDINGS

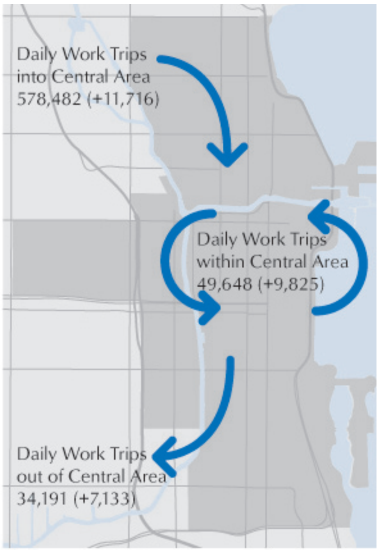
The Central Area is the primary employment center of the region. This, along with the development of new cultural and educational facilities and nearly a decade of unprecedented growth in residential development, has resulted in significant increases in trips into and within the Central Area. In addition, numerous completed or under-construction projects have changed transportation patterns in the Central Area. This is reflected in the most updated transportation and ridership data. These findings and project updates are summarized on the following pages and provide the basis for the conclusions and recommendations in this Plan.

Central Area Trends

Central Area Work Trips

During the 1990s, work trips into, out of, and within the Central Area increased. Daily work trips within the Central Area grew by 25% to nearly 50,000.

Figure 2-1: Central Area Work Trips
Year 2000 (Change from 1990)



Source: U.S. Census

As of the 2000 Census, over 578,000 people traveled into the Central Area to work each weekday. More than half of these people (52%) used transit.

While the Central Loop and West Loop contain the most employment and the highest share of transit riders, single-occupancy vehicles provided access to the majority of jobs in the South Loop, Near South, Near West and Near North districts. Each of these districts contains a growing number of jobs.

CTA Ridership

Total weekday boardings at Central Area CTA rail stations grew during the early 2000s, reaching an average of more than 200,000 per day. The stations with the most boardings in the Central Area are Clark/Lake (Blue, Loop elevated), Chicago (Red), Jackson (Red), Lake (Red), and Grand (Red).

Comparing 2001 with 2006 data, the CTA rail segments with the highest increases in weekday ridership include the Blue Line between LaSalle Street and UIC-Halsted (+41%) and the Red Line between Harrison Street and Cermak Road (+35%). These correspond with the neighborhoods experiencing the significant residential development during the same time period.

There are nearly as many bus boardings in the Central Area as rail, with an average of more than 160,000 per weekday (this has grown in recent years). The routes with the highest average boardings within the Central Area are:

- Route 151 - Sheridan
- Route 20 - Madison
- Route 66 - Chicago
- Route 29 - State
- Route 156 - LaSalle

Work Process

The Transportation Task Force, a group of transportation professionals, business leaders and agency representatives working in the Central Area, reviewed and helped to better define the strategies and projects envisioned by the 2003 Plan. In a series of four meetings over six months, the Task Force updated development and transportation trends, reviewed the set of transportation goals and needs, and conducted a comprehensive rating exercise of the project options for the Central Area.

The results of the rating process were used to offer guidance on the priority projects and implementation strategies needed to accomplish the growth and improvement goals of the Plan.

Metra Ridership

Weekday ridership on the Metra system grew by 14% overall between 2003 and 2008, reaching an average of more than 325,000 trips systemwide.

Roughly three-quarters of all Metra trips are peak period/peak direction (i.e., a.m. inbound, p.m. outbound), but there has been growth in the proportion of reverse commute, midday, and evening trips.

Most Metra trips either begin or end at one of the Central Area terminals. More than 163,000 passengers travel to a Central Area station on an average weekday.

Union Station remains the busiest station in the Metra system. Each weekday more than 54,000 people use the station to reach the Central Area.

TRANSPORTATION FINDINGS

Amtrak Ridership

Ridership at Chicago Union Station reached over 3.1 million during fiscal year 2008, an increase of more than 50% since 2002.

Overall ridership levels are up on each of the train lines in Illinois. In particular, increases in service levels in the St. Louis and Milwaukee corridors have driven corresponding ridership increases on these lines.

River North Resident and Office Worker Surveys

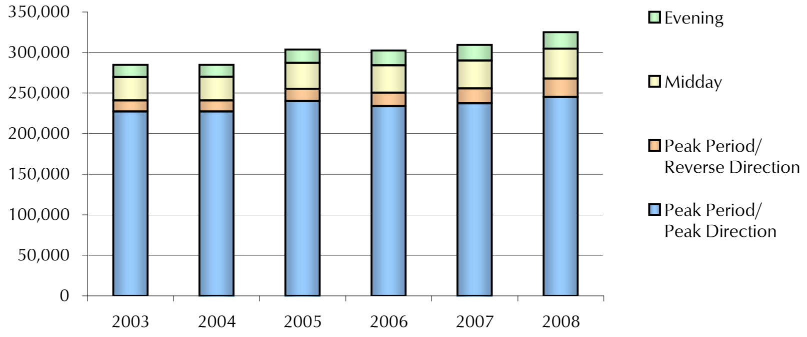
More than two-thirds (68%) of the residents surveyed as part of the 2007 River North Multimodal Analysis work within the district that would be served by the Carroll Avenue Transitway. Forty percent claimed that the proposed Transitway project would lead to a high or very-high increase in their transit usage.

Thirteen percent of the office workers surveyed lived in the immediate area. Thirty-two percent claimed that the project would lead to a high or very-high increase in their transit usage.

Both residents and office workers rank the same factors as the most important to increasing their transit usage:

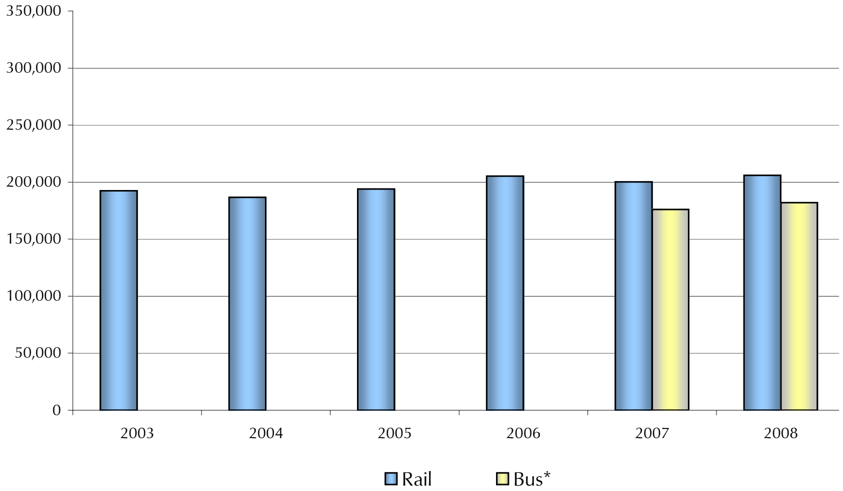
- Increased service frequency;
- Reduced travel time; and
- More convenient routes.

Figure 2-2: Metra System Ridership
Average Weekday



Source: Metra Ridership Reports

Figure 2-3: Central Area Station Boardings
Average Weekday



** Detailed bus boarding data unavailable prior to 2007*

Source: CTA

PROJECT STATUS UPDATE

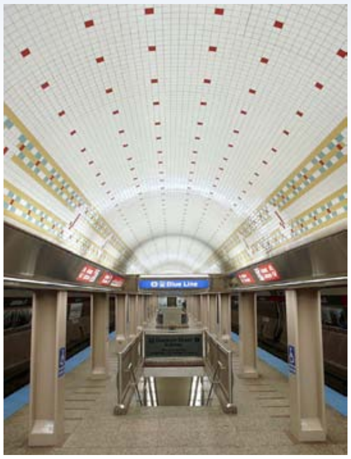


Image 2-1: Jackson/State/Dearborn CTA Subway Station Modernization

Image 2-2: Metra Millennium (Randolph) Station Modernization

Image 2-3: Washington Street Streetscape

The 2003 Central Area Plan identified a range of transportation projects. Progress has been made on many of these projects, described as follows.

Completed Projects (2001-2006)

Rapid Transit Station Modernization: This CDOT program continues to upgrade key CTA rapid transit stations in the Central Area, creating a more pleasant and functional environment for transit customers. Upgrading stations to include ADA-compliant access is also included. Station upgrades in the Central Area since 2001 include:

- Lake/State
- Jackson/State/Dearborn
- Chicago/State

Metra Millennium (Randolph) Station Modernization: The terminal station for the Metra Electric and South Shore commuter rail lines was upgraded to include new access and Pedway connections.

Metra North Central Service (NCS) Expansion, Union Pacific-West and Southwest Service Line Extensions: Metra has continued to expand its service levels and regional coverage area. Recent upgrades of the NCS increased the number of daily trains into Chicago Union Station, and extension projects were recently completed on the Southwest Service to Manhattan and the Union Pacific-West Line to Elburn. Service levels were also expanded on the Southwest Service, increasing the number of trains from 15 to 30 per day.

CTA Pink Line Upgrades: An upgrade of this elevated branch on the City's west side was completed in 2005, with new stations and expanded train capacity to the Loop.

Streetscape and Lighting Program: CDOT's Streetscape and Lighting Program has primarily targeted pedestrian streets in the Central Loop, expanding and upgrading sidewalks and crosswalks, as well as installing decorative lighting, street plantings and furniture. Recently completed streets include:

- Washington Street
- Randolph Street

East Wacker Drive Reconstruction: Both levels of Wacker Drive were reconstructed between Michigan Avenue and Lake Street to include improved traffic operations and more public open space adjacent to the River. (*Note: A second phase is planned for the north-south portion of Wacker, south of Lake Street*)

Installation of Signal Interconnects and Cameras: Interconnected signals enable the City to coordinate traffic movements on the existing street grid and improve traffic flow. Recent installations have been completed in the Loop and River North, and installations are underway in Streeterville and the West Loop.

Riverwalk Expansion: The reconstruction of Wacker Drive and continued residential development along the North branch of the Chicago River have allowed for the construction of portions of the Riverwalk through these areas.

Millennium Park Bicycle Station: The new bicycle station at Millennium Park includes parking and locker facilities for commuters. The success of this station indicates the need for additional bicycle commuter stations in other portions of the Central Area.

PROJECT STATUS UPDATE

Projects Under Construction or Nearing Completion (2007-2008)

Rapid Transit Station Modernization: Reconstruction of the CTA Grand/State Red Line subway station began in 2008.

Streetscape and Lighting Program: Projects underway include Wabash Avenue (from Wacker Dr. to Roosevelt Road), Michigan Avenue (from Roosevelt Rd. to 24th Place), and DesPlaines Street (from Roosevelt Rd. to Polk St.).

Metra Roosevelt Station: The Metra Electric and NICTD South Shore Line station located at the south end of Grant Park is being rebuilt by CDOT to improve aesthetics and accessibility.

CTA Brown Line Reconstruction: The ongoing reconstruction of the Brown Line will improve stations along the line and expand capacity for eight-car trains.

Airport Express Terminal: A transit terminal at 108 North State (northwest corner of State and Washington) is the future location of dedicated express service to O'Hare and Midway Airports.

LaSalle Station Intermodal Center: A bus loading area adjacent to Metra's LaSalle Street Station at Congress Parkway and Financial Place will allow easier transfers to CTA bus routes downtown.

Bus Rapid Transit (BRT) Planning: In 2008, the City of Chicago and CTA began planning improved bus service in key corridors using dedicated lanes, signal-priority and faster boarding technology. The pilot corridors included Halsted and Chicago Avenues in the Central Area. The City continues to explore other potential corridors.

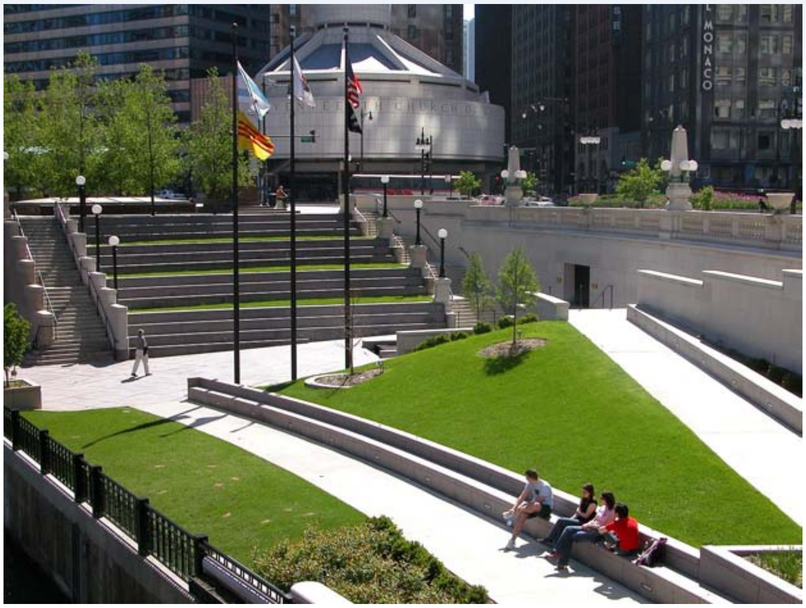


Image 2-4: Expansion of the Riverwalk System - New Vietnam Veterans Memorial at Wabash Plaza

Images 2-5 and 2-6: CTA Rapid Transit Station Modernization Grand/State Subway

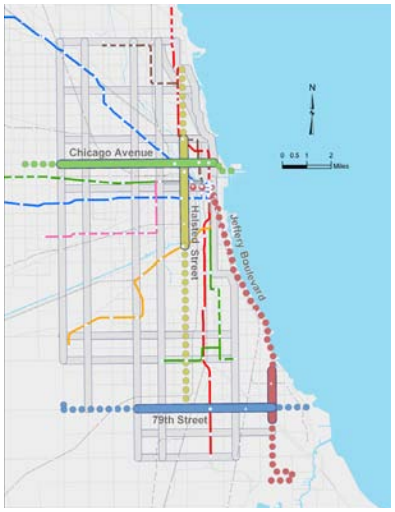


Image 2-7: BRT planning efforts have identified key bus corridors for service upgrades, including Halsted and Chicago Avenues.

GOALS AND NEEDS

The 2003 Central Area Plan established the major theme of an accessible, connected Central Area and defined a set of key goals for transportation in the Central Area. The Transportation Task Force took these goals as the starting point for the Action Plan, and worked to establish key needs for each goal and to help prioritize the proposed transportation projects. The key needs related to each goal are outlined below.

Improve Transit in Central Area

- *Serve the growth in trips:* Daily trips into the Central Area continue to grow; as residential growth accelerates, the fastest growing trip types are those which both start and end within the Central Area.
- *Improved transit system coverage:* While the existing system serves the Loop, portions of the Central Area lack access to rapid transit, in particular Streeterville, Near South and Near West.
- *Improved service options in key* growth districts: Many districts continue to grow due to transit access, others grow despite poor transit access. Investments in the system should target locations with projected high employment densities (e.g., West Loop) and high residential densities (e.g., Streeterville).

Increase Regional Transit Capacity

- *Improved system capacity and reliability:* Maintain and enhance high-capacity transit options for the economic viability of a dense and growing Central Area.
- *Creating a more extensive rapid-transit network:* Capture opportunities to extend and expand direct connections to the Central Area along the rapid transit rail network.
- *Connecting to regional growth areas:* Keep pace with regional growth and development patterns by improving or adding transit service in key suburban corridors.

Improve Pedestrian Environment

- *Improved on-street environment:* Identify and improve key pedestrian corridors using CDOT streetscape and lighting program, focus on signature east-west streets and linkage of key destinations.
- *Improved off-street environment:* There are numerous opportunities to connect to the off-street trail network, in particular along the Lakefront and Riverfront.
- *Serve growth in transit trips:* The growth in transit trips translates into a growing number of pedestrians walking to their final destination and highlights the need for pedestrian improvements around the busiest transit stations in the Central Area.

Manage Traffic Circulation

- *Improved roadway efficiency:* Maximize the efficiency of the existing grid network in the Central Area.
- *Connected grid network:* Reinforce the grid system to connect existing gaps, for example, along the River on the south side.
- *Improved safety and security:* Safeguard the assets of the Central Area by ensuring mobility during major events and reducing hazardous conditions.

Encourage Alternative Modes

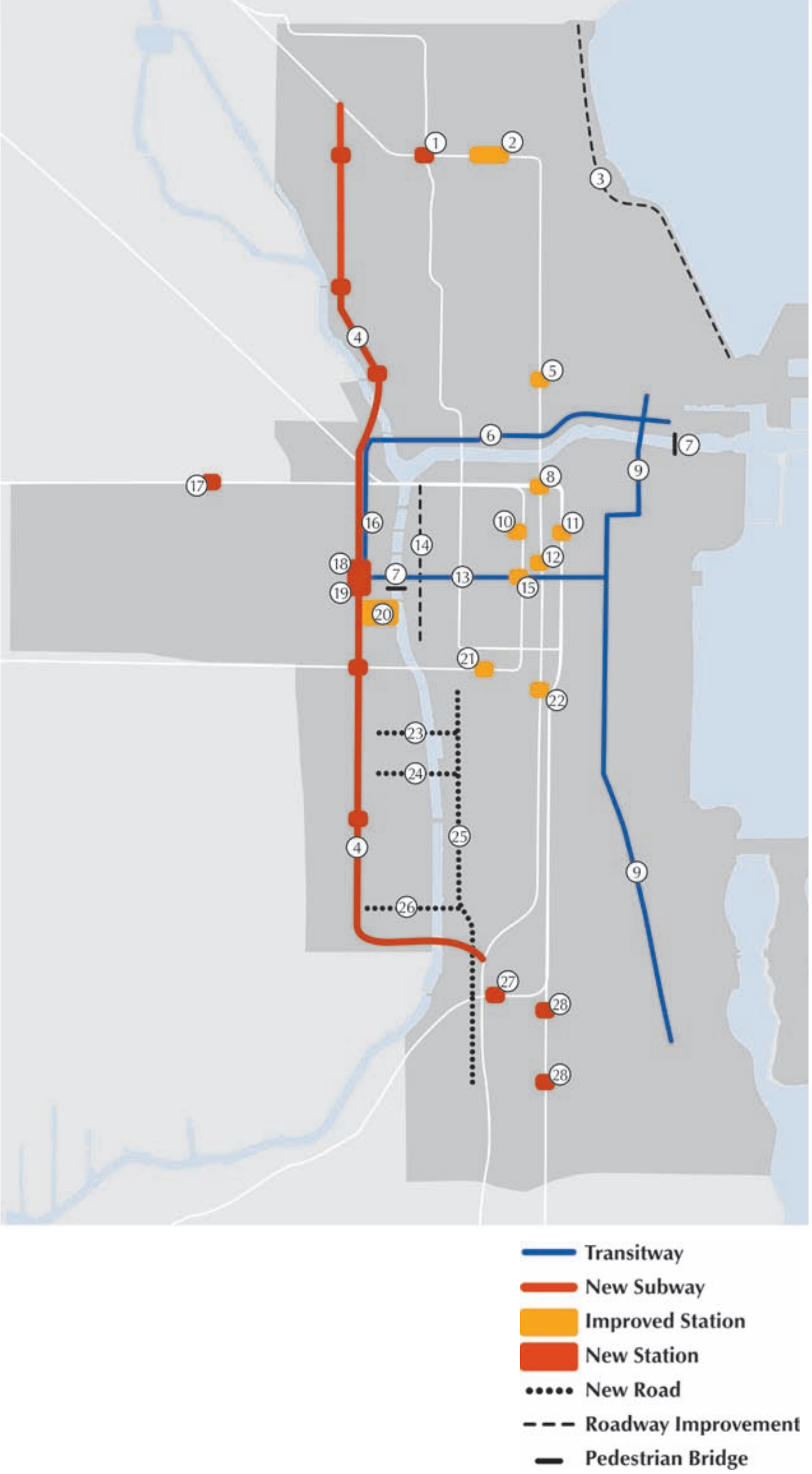
- *Connected off-street bicycle network:* Build upon the existing network of trails and greenways in the Central Area to create a system connecting waterfronts and open space assets.
- *Improved on-street bicycle network:* Improve the safety of on-street routes for bicycles in the Central Area by creating consistent street lanes and markings.
- *Exploring other alternative mode options:* Create alternative commuting options for Central Area residents, including the expansion of water taxi services and docks.

Improve National & International Connections

- *Expanded regional high-speed rail network:* Build service levels and reliability to continue growth in daily intercity rail passengers from throughout the Midwest, with Chicago as the central hub for high-speed rail investments.
- *Improved access to airports:* Improve the attractiveness of Central Area as a hub of national business with faster and more efficient connections to airport.

CENTRAL AREA TRANSPORTATION PROJECTS

Figure 2-4: Central Area Transportation Projects
(Map shows only those projects within Central Area)



Central Area Project Key

1. CTA Infill Station (Division – Brown/Purple)
2. Station Modernization (Clark/Division)
3. North Lake Shore Drive Improvements
4. Clinton Subway
5. Station Modernization (Grand)
6. Carroll Avenue Transitway
7. Pedestrian Bridges
8. Station Modernization (State/Lake)
9. Lakefront Transitway
10. Station Modernization (Washington)
11. Station Modernization (Washington/Wabash)
12. Station Modernization (Monroe)
13. East-West (Monroe) Transitway
14. Wacker Drive Enhancements
15. Station Modernization (Monroe)
16. Clinton Transitway
17. CTA Infill Station (Morgan –Green/Pink)
18. West Loop Bicycle Station
19. West Loop Transportation Center
20. Union Station Upgrades
21. Station Modernization (LaSalle)
22. Station Modernization (Harrison)
23. Polk Street Bridge
24. Taylor Street Bridge
25. Wells–Wentworth Connector
26. 16th Street Bridge
27. CTA Infill Station (Cermak or 18th –Green)
28. CTA Infill Station (Clark/18th – Orange)

CENTRAL AREA TRANSPORTATION PROJECTS

Central Area Transit

NEXT BUS
2 MINS
KINZIE STATION

Image 2-8: Concept for the proposed Carroll Avenue Transitway through River North.

Carroll Avenue Transitway

Project Description: A limited-stop transit service travelling east-west along existing right-of-way at the north edge of the Chicago River; would improve connections between West Loop, River North and Streeterville.

Implementation Goal: Complete by 2012

Next Steps:

- Alternatives Analysis Study
- Preliminary Engineering
- Project Design & Construction

Implementation Considerations:

- Examine creation of stations in partnership with building owners
- Incorporate bus terminals, turnarounds, and idling areas into design
- Examine benefits of low-emission vehicles & guidance systems
- Explore use of Lower Wacker as alternative

Potential Funding Sources: FTA New Starts/Small Starts (up to 80%); State/local bonds; TIFs and other taxing districts; Public/private

City Role: Project Lead

Cost Estimate: $260,000,000

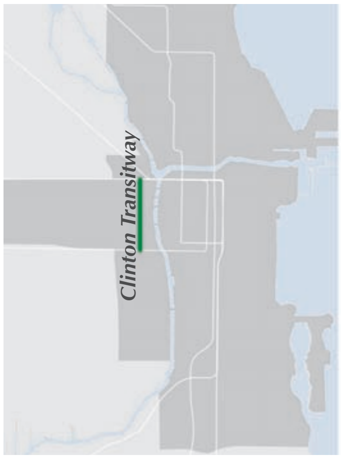


Image 2-9: The Clinton Transitway will connect the north and south ends of the West Loop.

Clinton Street Transitway

Project Description: North-south connection to Carroll Avenue Transitway would travel beneath Clinton Street south of Lake with station-stops at the adjacent Metra commuter terminals.

Implementation Goal: Complete by 2012

Next Steps:

- Examine this segment as a part of the Carroll Ave Transitway study
- Project Design & Construction

Implementation Considerations:

- Would eventually form upper level of West Loop Transportation Center
- Incorporate bus terminals, turnarounds and idling areas into design

Potential Funding Sources: FTA New Starts/Small Starts (up to 80%); State/local bonds; TIFs and other taxing districts; Public/private

City Role: Project Lead

Cost Estimate: $60,000,000

Image 2-10: The Lakefront Transitway will utilize the existing busway through Grant Park.

Lakefront Transitway

Project Description: Using an existing, improved right-of-way travelling north-south through Grant Park, this transit service would provide a connection between Near South and Streeterville.

Implementation Goal: Complete by 2016

Next Steps:

- Conduct Feasibility Study for rapid transit service operating in corridor
- Perform Alternatives Analysis, Preliminary Engineering and Project Design.

Implementation Considerations:

- Right-of-way currently utilized by shuttle buses accessing McCormick Place

Potential Funding Sources: FTA New Starts/Small Starts (up to 80%); State/local bonds; TIFs and other taxing districts; Public/private

City Role: Project Lead

Cost Estimate: $150,000,000

CENTRAL AREA TRANSPORTATION PROJECTS

East-West Transitway (Monroe)

Project Description: A grade-separated east-west transitway through the heart of the Central Loop beneath Monroe Street, connecting the West Loop rail terminals with the Central Business District and Lakefront recreation areas.

Implementation Goal: Complete by 2016

Next Steps:

- Conduct Feasibility Study for rapid transit service operating in corridor.
- Perform Alternatives Analysis, Preliminary Engineering and Project Design

Implementation Considerations:

- Service would operate in space between street level and subway services.
- Construction likely to involve major short-term disruptions to Loop.

Potential Funding Sources: FTA New Starts/Small Starts (up to 80%); State/local bonds; TIFs and other taxing districts; Public/private

City Role: Project Lead

Cost Estimate: $200,000,000

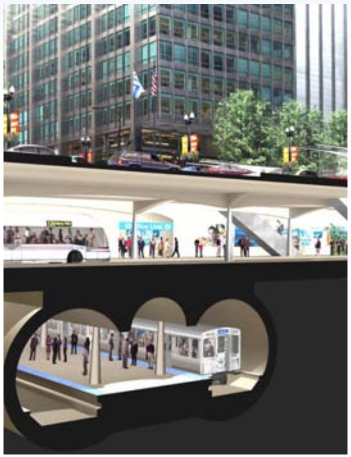


Image 2-11: The East-West Transitway would travel below street level but above the subway lines.

CTA Infill Stations

Project Description: Create new infill stations along existing rail lines, targeting subdistricts with limited access to system.

Implementation Goal: Four new Central Area stations by 2020.

- Morgan (Green/Pink): 2008-2012
- Cermak or 18th (Green): 2012-2016
- Division (Brown/Purple): 2012-2016
- Clark/18th Station (Orange): 2016-2020

Next Steps:

- Design and construction (Morgan Station)
- Feasibility studies (other stations)

Implementation Considerations:

- Station at Clark/18th may be constructed as transfer station for Circle Line trains
- Additional future stations may need to be considered at other infill locations

Potential Funding Sources: Federal Capital Funds (up to 80%); CMAQ; State/local bonds; TIF and other taxing districts

City Role: Project Lead

Cost Estimate: $60,000,000 per station

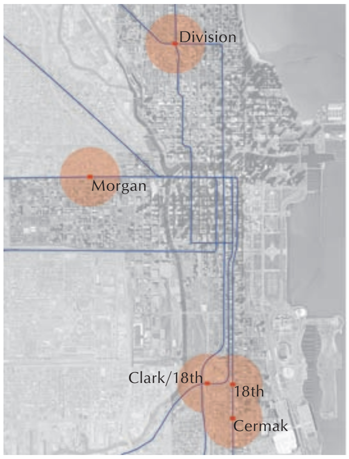


Image 2-12: Additional CTA rail stations along existing lines in the Central Area will improve access in growing residential areas.

CTA Station Modernization

Project Description: Targeted upgrades of existing stations to improve the comfort and accessibility of high-usage stations.

Implementation Goal: Ongoing program plans renovations for nine stations by 2020:

- Grand/State (Red)
- Clark/Division (Red)
- Madison/State (Red)
- Washington/Dearborn (Blue)
- Washington/Wabash (Loop Elevated)
- State/Lake (Loop Elevated)
- Harrison/State (Red)
- Monroe/Dearborn (Blue)
- LaSalle/Congress (Blue)

Implementation Considerations:

- The Washington/Wabash Station would replace two existing Loop stations (Randolph and Madison)
- Upgrades to additional stations, including all elevated Loop stations, are expected to continue beyond 2020

Potential Funding Sources: CMAQ; State/local bonds; TIFs and other taxing districts

City Role: Project Lead

Cost Estimate: $90,000,000 per station

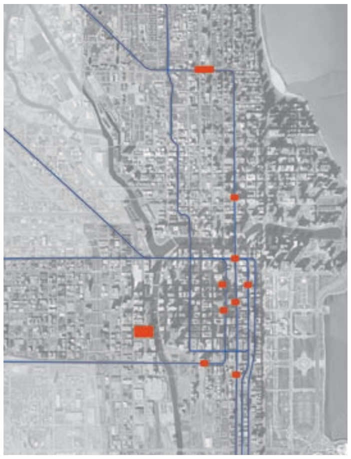
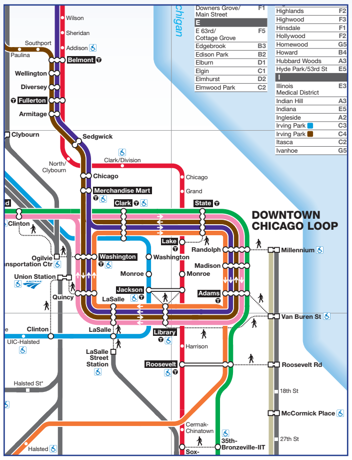


Image 2-13: A number of existing CTA stations are programmed for upgrades.

CENTRAL AREA TRANSPORTATION PROJECTS

Central Area Transit *(continued)*


DOWNTOWN CHICAGO LOOP
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Sheridan
Addison
Southport
Paulina
Belmont
Wellington
Diversey
Fullerton
Armitage
Clybourn
Sedgwick
Clark/Division
North/Clybourn
Chicago
Grand
Merchandise Mart
Clark
State
Clinton
Ogilvie
Union Station
Lake
Randolph
Washington
Madison
Monroe
Jackson
Quincy
LaSalle
Adams
Millennium
Van Buren St
Library
Harrison
LaSalle Street Station
Roosevelt
Roosevelt Rd
UIC-Halsted
Halsted St
18th St
McCormick Place
Cermak-Chinatown
27th St
35th-Bronzeville-IIT
Halsted

Image 2-14: Improved information signs and displays can help increase transit ridership among infrequent system users.

Transit/Passenger Information Systems

Project Description: Improved, consistent program for static signage and dynamic passenger information across all modes.

Implementation Goal: Ongoing program at all Central Area stations (2008 - 2016)

Next Steps:

- Support RTA efforts to coordinate among CDOT, CTA and Metra
- Track and report progress through customer surveys

Implementation Considerations:

- Project could be combined with others, e.g., CTA station modernization or Union Station upgrades
- A key project for boosting transit usage among tourists and other new/infrequent customers
- RTA has conducted pilot program and evaluated needs at key transfer points

Potential Funding Sources: CMAQ; TIF and other taxing districts

City Role: Partner with RTA and CTA

Cost Estimate: $20,000,000

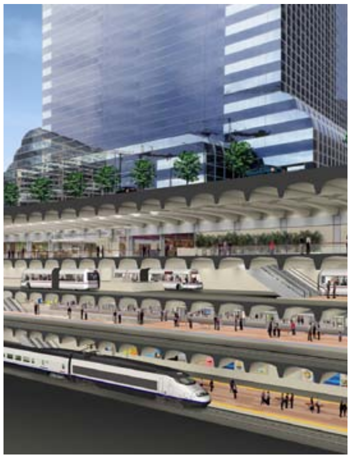


Image 2-15: A four-level transportation center will facilitate transfers between transit services meeting in the West Loop.

West Loop Transportation Center

Project Description: Four-level intermodal transfer center in the West Loop (located beneath Clinton) would connect commuter/intercity rail, CTA rapid transit and Central Area transitways.

Implementation Goal: Complete by 2016

Next Steps:

- Protect right-of-way for space
- Work with transit partners (CTA, Metra, Amtrak) to establish time lines for service

Implementation Considerations:

- Implementation may need to occur in numerous phases, as individual services are added
- Project success will depend upon project progress from transit operators

Potential Funding Sources: FTA New Starts, State bonds, TIF

City Role: Project Lead

Cost Estimate: $2,000,000,000

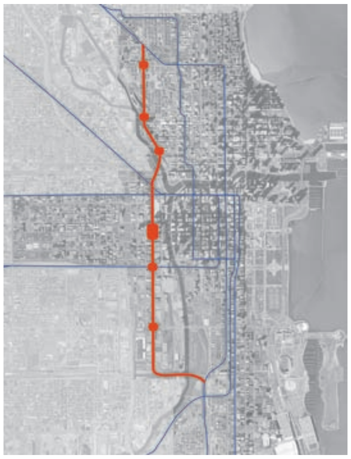


Image 2-16: The Clinton Subway will provide a third north-south subway corridor serving the West Loop.

Clinton Subway

Project Description: New north-south subway through the West Loop connecting from Chinatown Station (Red) to North/Clybourn Station (Red).

Implementation Goal: Complete by 2020

Next Steps:

- Conduct feasibility study for subway to estimate alignment and cost
- Identify funding opportunities

Implementation Considerations:

- Project would connect into the West Loop Transportation Center
- Line would significantly improve transit access in River North and SW Loop
- Project may need to be built in numerous phases
- Would connect to McCormick Place, Motor Row and Chinatown directly to West Loop rail terminals

Potential Funding Sources: FTA New Starts, State/local bonds, Public/Private partnership

City Role: Partner with CTA

Cost Estimate: $3,000,000,000

CENTRAL AREA TRANSPORTATION PROJECTS

Regional Transit Capacity

CTA Signal & Capacity Upgrades

Project Description: Upgraded signals and removal of slow zones on high-capacity CTA rail lines serving the Central Area.

Implementation Goal: Complete by 2012

Next Steps:

- Support CTA and RTA in identifying funding source(s)
- Project design & construction

Implementation Considerations:

- Helps solve reliability and capacity problems noted by Task Force
- Recent project along Dan Ryan Branch (Red) has eliminated slow zones
- North-side Red and Blue Line branches are two of the three busiest lines in the CTA system

Potential Funding Sources: Federal Capital Transit Funds, Local/State Bonds

City Role: Support CTA

Cost Estimate: $1,500,000,000

Image 2-17: Improving the performance and capacity of the existing rail service into the Central Area is a top priority.

Metra Capacity Upgrades

Project Description: Capacity and express-service upgrades on two highly utilized lines: UP-NW and UP-W.

Implementation Goal: Complete both by 2012

Next Steps:

- Complete Alternatives Analysis
- Engineering, design and construction

Implementation Considerations:

- Potential to increase from 63 to 74 trains per weekday on UP-NW
- Potential to increase from 59 to 80 trains per weekday on UP-W
- Both lines currently at or near capacity limits during weekday peak periods

Potential Funding Sources: FTA New Starts (up to 80% match), Local/State Bonds

City Role: Support (Metra)

Cost Estimate:

- $536,000,000 (UP-W)
- $419,000,000 (UP-NW)

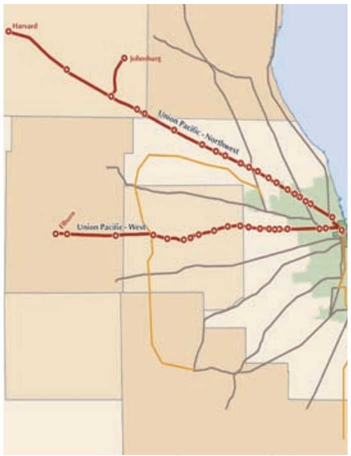


Image 2-18: Busy and overcrowded Metra lines will be upgraded to provide more and faster trips into the Central Area.

CREATE Program

Project Description: Removal of key rail-to-rail and rail-to-road crossings to improve reliability of freight and passenger rail operations.

Implementation Goal: Three-phase program to be complete by 2020

Next Step: Identify funding for second phase of program

Implementation Considerations:

- Allows more reliable or expanded service to the south suburbs, including relocation of Metra service to LaSalle Station
- Project also allows for reduction of freight service in Central Area

Potential Funding Sources: Federal Funds, State Funds, Railroad Funds

City Role: Partner with IDOT, Railroads

Cost Estimate: $2,700,000,000

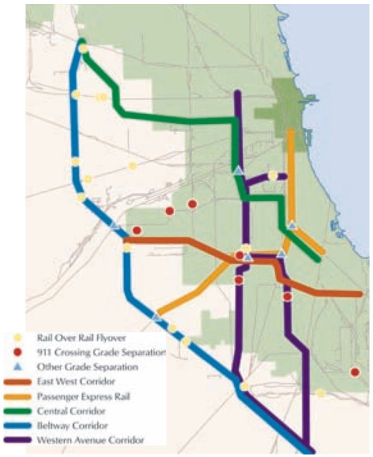


Image 2-19: The CREATE Program will result in reliability improvements for both freight and passenger rail in the region.

CENTRAL AREA TRANSPORTATION PROJECTS

Pedestrian Environment *(also see Urban Design and Streetscape improvements in Chapter 3)*

UNION STATION

Image 2-20: The surface parking lot south of the station along Jackson is a prime site for an intermodal transfer facility.

Union Station Access/Intermodal Upgrades

Project Description: Significant upgrades to the transportation features at and around Union Station, including direct access points, improved pedestrian environment and an intermodal transfer center.

Implementation Goal: Complete by 2012

Next Steps: Feasibility and coordination studies with Amtrak, Metra and RTA to create program of improvements/funding

Implementation Considerations:

- Existing surface lot south of Union Station has been identified for bus loading facility, and is connected to Union Station via underground walkway
- Potential redevelopment atop Union Station offers opportunity for improvements.

Potential Funding Sources: CMAQ; Amtrak; TIFs and other taxing districts.

City Role: Partner with Amtrak and Metra

Cost Estimate: $30,000,000

Image 2-21: An improved pedway section connects to Millennium Station.

Pedway System Improvements

Project Description: Build upon existing network of internal passageways through the Central Loop.

Implementation Goal: Explore potential to connect to commuter stations in West and South Loop.

Next Steps:

- Conduct assessment of pedway system
- Work with private building owners to identify potential routes, infrastructure upgrades, and costs

Implementation Considerations:

- Finding pedestrian passage below River between Madison and Adams
- Monroe Transitway project may include east-west pedestrian level

Potential Funding Sources: ITEP; TIFs and other taxing districts; CMAQ; Local Bonds

City Role: Partner with Building Owners

Cost Estimate: Undetermined

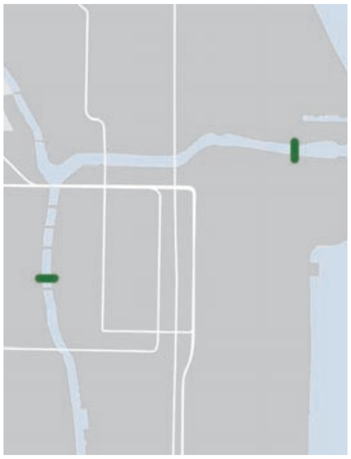


Image 2-22: Chicago River pedestrian bridges at two locations.

Chicago River Pedestrian Bridges

Project Description: New pedestrian connections over the River at two locations: West Loop and Streeterville.

Implementation Goal: Complete by 2020

Next Step: Explore feasibility of bridge locations in these two locations.

Implementation Considerations:

- West Loop bridge would optimally connect to redeveloped Union Station and serve commuter traffic
- Streeterville bridge would serve tourist and residential pedestrians

Potential Funding Sources: ITEP; TIFs and other taxing districts; CMAQ; Local Bonds

City Role: Project Lead

Cost Estimate: $60,000,000 (2 bridges)

CENTRAL AREA TRANSPORTATION PROJECTS

Traffic Circulation

Wacker Drive Reconstruction - Phase II

Project Description: Completion of north-south portion of Wacker Drive Reconstruction Project (east-west portion to Lake Street completed).

Implementation Goal: Complete by 2012

Next Steps:

- Identify State funding match for federally committed dollars
- Complete project design and construction

Implementation Considerations:

- Wacker Drive noted as the most active office corridor in Central Area
- Improves auto and pedestrian environment along high traffic area of the Loop
- Design to incorporate streetscape elements and green infrastructure

Potential Funding Sources: State/Local Bonds, TIF

City Role: Project Lead

Cost Estimate: $350,000,000

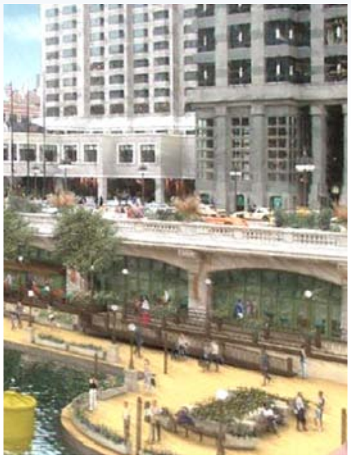


Image 2-23: The Wacker Drive reconstruction project will be continued south of Lake Street to Congress Parkway.

North Lake Shore Drive Improvements

Project Description: Multifaceted project to improve traffic operations along North Lake Shore Drive and expand/improve open space along the Lakefront.

Implementation Goal: Complete by 2020

Next Step: Create feasibility study for project

Implementation Considerations:

- Improved intersection at Chicago Ave would expand left turn lane
- Reducing angle of curve(s) at Oak Street Beach would improve hazardous turning movement
- Provides more space for bicycle & pedestrian paths along Lakefront

Potential Funding Sources: Local/State Bonds, CMAQ, Federal earmark

City Role: Partner Role with IDOT

Cost Estimate: $200,000,000 (additional park improvements along this portion of the Lakefront are included under Waterfront projects in Chapter 3)

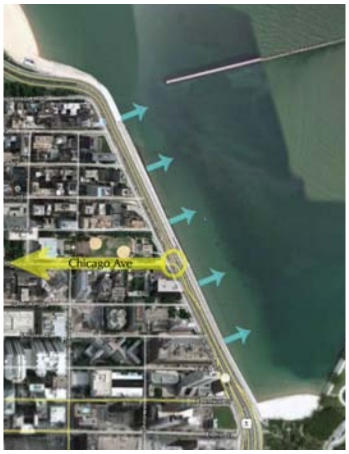


Image 2-24: Expansion of the open space along the Lakefront provides an opportunity to improve numerous existing transportation issues.

Traffic Management Center

Project Description: A dedicated location for traffic management to utilize the upgraded signals, cameras and monitoring systems in place in the Central Area.

Implementation Goal: Ongoing Program

Next Steps:

- Identify staffing needs for establishing Traffic Management Center
- Identify funding source for operations

Implementation Considerations:

- Enhances safety and security of Central Area's assets by allowing for more efficient response to events/incidents
- Completion of signal interconnection projects in West Loop and Streeterville add to ability to control traffic flow

Potential Funding Sources: CMAQ, parking/transportation district fees, general operating funds

City Role: Project Lead

Cost Estimate: No major capital investment anticipated (requires staffing)

Image 2-25: A dedicated traffic management center will allow the City to better utilize the signal and monitoring upgrades that have been made over the last decade.

CENTRAL AREA TRANSPORTATION PROJECTS

Traffic Circulation *(continued)*

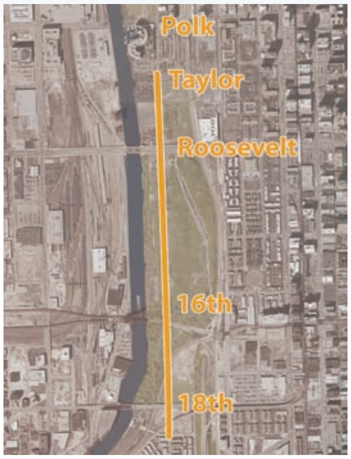


Image 2-26: A new north-south arterial will provide access to the last major development zone in the Central Area.

Wells-Wentworth Connector

Project Description: New north-south arterial through the River South district, connection from Harrison south to Cermak.

Implementation Goal: Phase I (Harrison to 18th) by 2012; Phase II by 2016.

Next Steps:

- Design and construct first phase
- Identify funding source for second phase from 18th to Cermak

Implementation Considerations:

- Location at Cermak would provide connection to Dan Ryan feeder ramps
- Construction needs to be coordinated with development proposals along South Branch of River

Potential Funding Sources: Local/State Bonds, TIF

City Role: Project Lead

Cost Estimate: $45,000,000

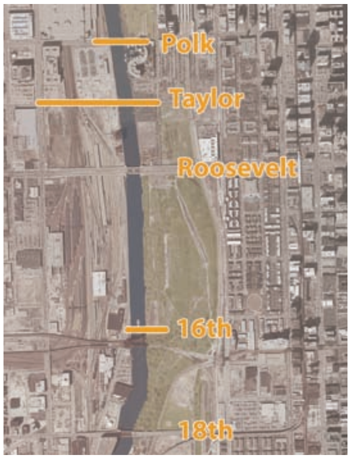


Image 2-27: Additional bridges will improve connections from the South Loop and Near South westward.

Street Bridges over South Branch

Project Description: Connect grid system over South Branch of the River at Taylor and Polk or 16th.

Implementation Goal: Complete Taylor bridge by 2016, additional bridge by 2020.

Next Steps:

- Design and construct Taylor Street bridge
- Identify location for second bridge at Polk or 16th

Implementation Considerations:

- Approach for Taylor Street bridge has been created by retail development
- Coordinate with Wells-Wentworth Connector

Potential Funding Sources: Local/State Bonds, TIF

City Role: Project Lead

Cost Estimate: $50,000,000 per bridge (2 bridges)

CENTRAL AREA TRANSPORTATION PROJECTS

Alternative Modes

West Loop Bicycle Station

Project Description: Build upon success of Millennium Park Station (at left), adding an additional station for bicycle parking and rental in the West Loop.

Implementation Goal: Complete West Loop station by 2012

Next Steps:

- Create West Loop bicycle station targeting commuters
- Identify additional locations/markets

Implementation Considerations:

- Work with RTA and Metra to research customer base for West Loop station
- Lanes and access need to be combined with new stations

Potential Funding Sources: ITEP; TIFs and other taxing districts; CMAQ; Local Bonds

City Role: Project Lead

Cost Estimate: $1,000,000

Image 2-28: The bicycle station and rental facility at Millennium Park is highly utilized.

Expand Bicycle Lanes

Project Description: Comprehensive program to install lanes and signage through the Central Area.

Implementation Goal: Ongoing program

Next Steps:

- Identify major routes for each Central Area subdistrict
- Combine with effort to increase indoor bicycle parking in Central Area offices
- Address safety perceptions through driver education program

Implementation Considerations:

- City's Bike 2015 Plan establishes goals for the number of east-west and north-south routes
- Combine with Streetscape program in identified corridors

Potential Funding Sources: ITEP; TIFs and other taxing districts; CMAQ; Local Bonds, SSAs

City Role: Project Lead

Cost Estimate: Undetermined (coordinate with scheduled roadway and streetscape improvements)

Image 2-29: The network of bicycle lanes will be completed to add key north-south and east-west routes through the Central Area.

Expand Water Taxi Service

Project Description: Continued expansion of Water Taxi service along north and south branches to serve new development.

Project Implementation Goal: Ongoing

Next Steps:

- Work with private developers to create docks along Riverwalk
- Study market for water taxi services

Implementation Considerations:

- Improved access to Navy Pier could be achieved by creating water connection from south edge to the Canal Basin
- Combine with strategy to create high intensity development and recreation along waterway

Potential Funding Sources: Public-private partnership with developers, water taxi operators

City Role: Partner with Taxi Companies and Developers

Cost Estimate: Undetermined

Image 2-30: The City will capitalize on opportunities to increase the water taxi service area.

CENTRAL AREA TRANSPORTATION PROJECTS

National & International Connections

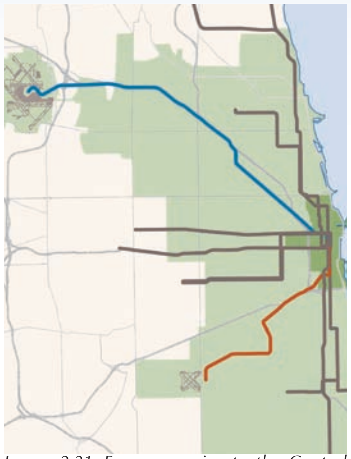


Image 2-31: Express service to the Central Area from the airports is a major goal for the local business community.

Airport Express Rail Service

Project Description: Express transit service from new downtown terminal station to O'Hare and Midway along existing CTA rail lines.

Implementation Goal: Provide upgraded service by 2012

Next Step: Identification of private operating entity by CTA

Implementation Considerations:

- Creative mechanisms are being discussed, including involving the private sector in financing and operating the proposed express service to Midway and O'Hare
- Potential financing mechanisms would leverage public investment dollars, and could include asset sale, public-private partnerships, operating agreements, or other options

Potential Funding Sources: State/Federal Funds (construction), Private (operation)

City Role: Partner with CTA

Cost Estimate: $1,500,000,000

Image 2-32: Reinvestment in the passenger facilities at Union Station will bolster its role as a major gateway to the Central Area.

Union Station Capacity/Facility Upgrades

Project Description: Improved passenger facilities and platforms for intercity rail passengers to enhance Union Station as a gateway into the City and Central Area.

Implementation Goal: Complete by 2012

Next Step: Project design and construction

Implementation Considerations:

- Combines with additional upgrades around Union Station
- Improved capacity would benefit Amtrak and Metra service
- Metra plans to move SouthWest Service to LaSalle Street Station, which will help add capacity

Potential Funding Sources: Amtrak, TIF, SSA

City Role: Support Amtrak and Metra

Cost Estimate: $60,000,000

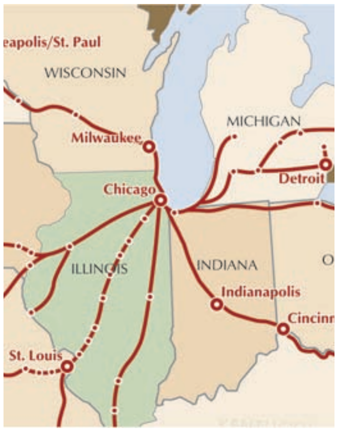


Image 2-33: The expansion and improvement of the Midwest rail network would strengthen Chicago's role as the main hub.

Expand/Upgrade Midwest Rail

Project Description: Continued expansion of the Midwest rail system (with Chicago as the central hub) to create additional travel options to Central Area for business and tourism.

Implementation Goal: Ongoing Program

Next Steps:

- Support efforts of Amtrak to increase State and Federal funding for service
- Invest in Union Station facilities for tourists and business commuters

Implementation Considerations:

- Recent increases in service levels have lead to major ridership increases to Milwaukee and St. Louis corridors
- Project includes continued investment in high-speed rail corridors to Detroit and St. Louis

Potential Funding Sources: State agreements to fund new service & upgraded infrastructure

City Role: Support Amtrak

Cost Estimate: Undetermined

REGIONAL SUPPORTING PROJECTS

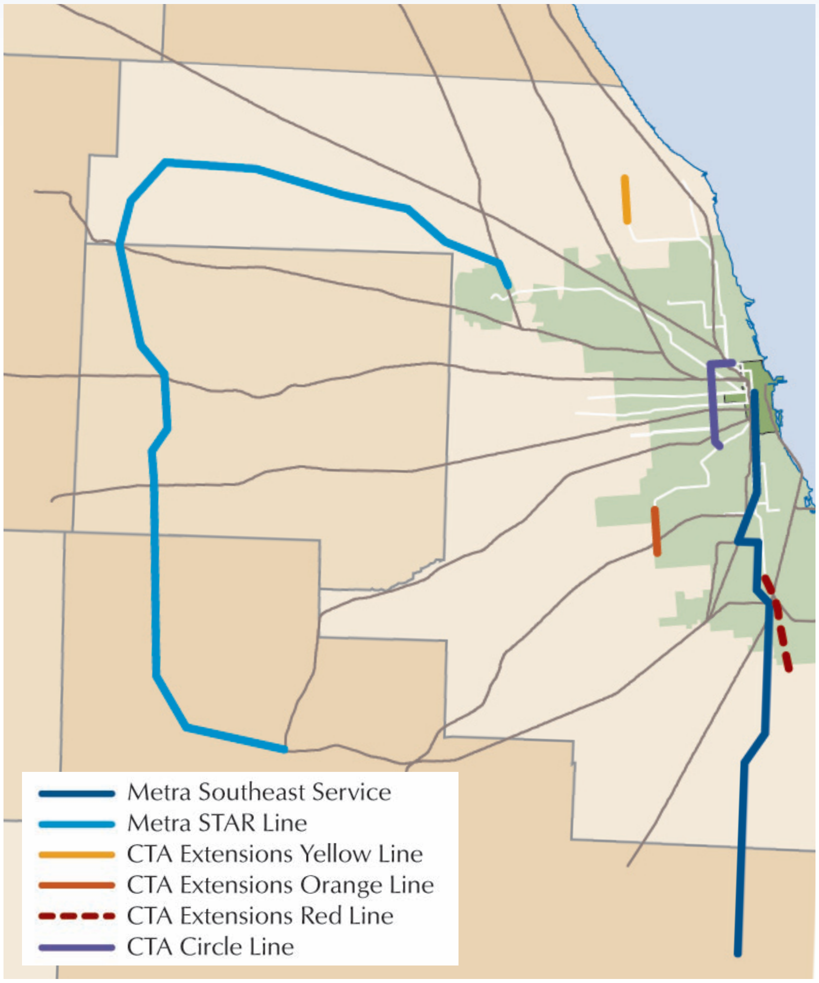
In addition to the regional transit capacity enhancements for existing lines serving the Central Area, there are a host of new transit lines under planning throughout the region. Each of these expands the reach of the regional transportation network, creating more options for people to use transit to access downtown Chicago.

Each of these projects are expected to apply for transit funding through the federal government, which requires extensive feasibility studies, alternatives analyses, and environmental evaluations.

While continued implementation of transit expansion project such as these will ensure that more people in the region maintain access to the Central Area, these projects are not included in the bottom line budget for the CAAP, and the City of Chicago will play a supporting role in the development of these projects.

A set of six projects are in planning by the CTA and Metra, with a total estimated investment of more than $6 billion dollars. Listed below is a brief description of each project, the estimated timeline for completion and a current cost estimate.

Figure 2-5: Regional Supporting Transit Projects



CTA Red Line Extension

Project Description: Extension of the South (Dan Ryan) Branch of the Red Line from 95th Street as far as 130th Street.

Implementation Goal: Complete by 2016

Cost Estimate: $1,000,000,000

CTA Yellow Line Extension

Project Description: Extension of the Yellow Line service from its existing terminus in Skokie to the Old Orchard Mall in northern Cook County.

Implementation Goal: Complete by 2016

Cost Estimate: $300,000,000

CTA Orange Line Extension

Project Description: Extension of the Orange Line south from Midway Airport to Ford City Mall.

Implementation Goal: Complete by 2016

Cost Estimate: $300,000,000

CTA Circle Line

Project Description: A new transit "Loop" outside of the Central Area would provide new connections at the edges of the Central Area and reduce congestion in the Loop.

Implementation Goal: Complete by 2020

Cost Estimate: $3,000,000,000

Metra SouthEast Service

Project Description: New commuter rail line travelling from LaSalle Station to the southeast suburbs along an existing rail line.

Implementation Goal: Complete by 2016

Cost Estimate: $550,000,000

Metra STAR Line

Project Description: New commuter rail line would use existing rail right of way between Joliet and Rolling Meadows, then access O'Hare along I-90/NW Tollway.

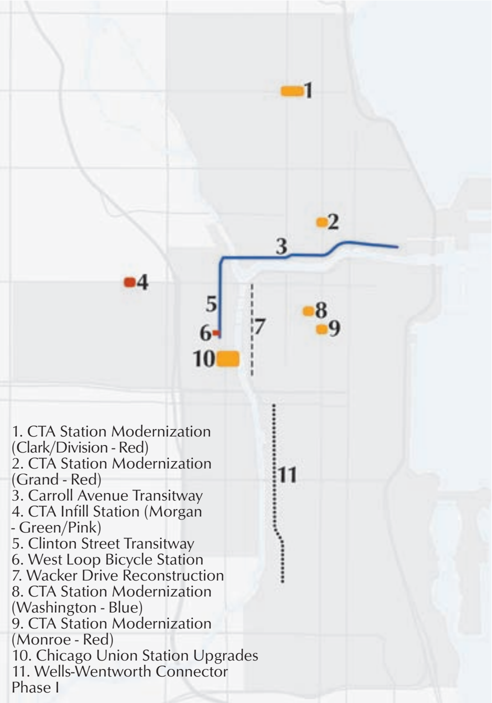
Implementation Goal: Complete by 2020

Cost Estimate: $1,100,000,000

PHASING PLAN

This Phasing Plan is based upon the current status of each project, the rating of the Transportation Task Force and the input of the Steering Committee. The projects are divided into three phases, and the City's role in project implementation is noted.

Figure 2-6: 2008-2012 Transportation Projects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1. CTA Station Modernization (Clark/Division - Red)
2. CTA Station Modernization (Grand - Red)
3. Carroll Avenue Transitway
4. CTA Infill Station (Morgan - Green/Pink)
5. Clinton Street Transitway
6. West Loop Bicycle Station
7. Wacker Drive Reconstruction
8. CTA Station Modernization (Washington - Blue)
9. CTA Station Modernization (Monroe - Red)
10. Chicago Union Station Upgrades
11. Wells-Wentworth Connector Phase I

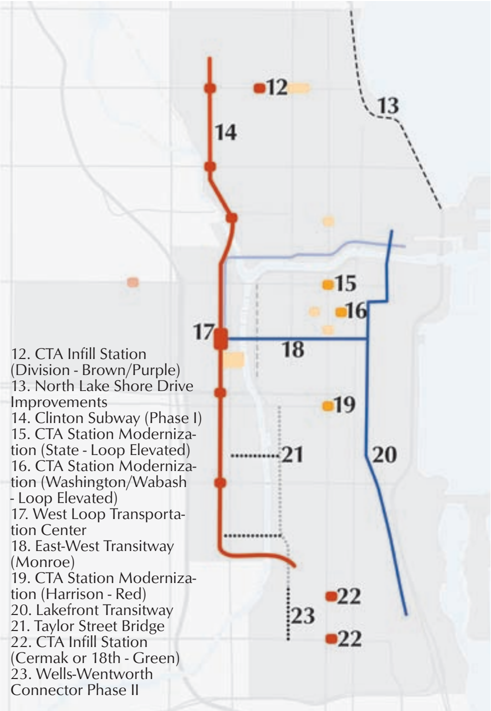
Table 2-1: 2008-2012 Transportation Projects

City Lead	**Cost**
CTA Station Modernization (4 Stations)	$360,000,000
Wacker Drive Reconstruction (Phase II)	$350,000,000
Carroll Avenue Transitway	$260,000,000
Clinton Street Transitway	$60,000,000
CTA Infill Station (Morgan - Green/Pink)	$60,000,000
Union Station Access/Intermodal Upgrades	$30,000,000
Wells-Wentworth Connector (Phase I)	$30,000,000
West Loop Bicycle Station	$1,000,000
Total	**$1,151,000,000**

City Partner/Support	**Cost**
Airport Express Rail Service	$1,500,000,000
CTA Signal & Capacity Upgrades	$1,500,000,000
CREATE Program (Phase I)	$750,000,000
Metra UP-W Upgrades	$536,000,000
Metra UP-NW Extension & Upgrades	$419,000,000
Union Station Capacity/Facility Upgrades	$60,000,000
Transit/Passenger Information Systems	$10,000,000
Total	**$4,775,000,000**

Subtotal (2008-2012) **$5,926,000,000**

Figure 2-7: 2012-2016 Transportation Projects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12. CTA Infill Station (Division - Brown/Purple)
13. North Lake Shore Drive Improvements
14. Clinton Subway (Phase I)
15. CTA Station Modernization (State - Loop Elevated)
16. CTA Station Modernization (Washington/Wabash - Loop Elevated)
17. West Loop Transportation Center
18. East-West Transitway (Monroe)
19. CTA Station Modernization (Harrison - Red)
20. Lakefront Transitway
21. Taylor Street Bridge
22. CTA Infill Station (Cermak or 18th - Green)
23. Wells-Wentworth Connector Phase II

Table 2-2: 2012-2016 Transportation Projects

City Lead	**Cost**
West Loop Transportation Center	$2,000,000,000
CTA Station Modernization (3 Stations)	$270,000,000
East-West Transitway (Monroe)	$200,000,000
Lakefront Transitway	$150,000,000
CTA Infill Station (Cermak or 18th - Green)	$60,000,000
CTA Infill Station (Division - Brown/Purple)	$60,000,000
South Branch Bridge at Taylor Street	$50,000,000
Wells-Wentworth Connector (Phase II)	$15,000,000
Total	**$2,805,000,000**

City Partner/Support	**Cost**
Clinton Subway (Phase I)	$1,000,000,000
CREATE Program (Phase II)	$750,000,000
North Lake Shore Drive Improvements	$200,000,000
Transit/Passenger Information Systems	$10,000,000
Total	**$1,960,000,000**

Subtotal (2012-2016) **$4,765,000,000**

All figures based on 2007 $ amounts.

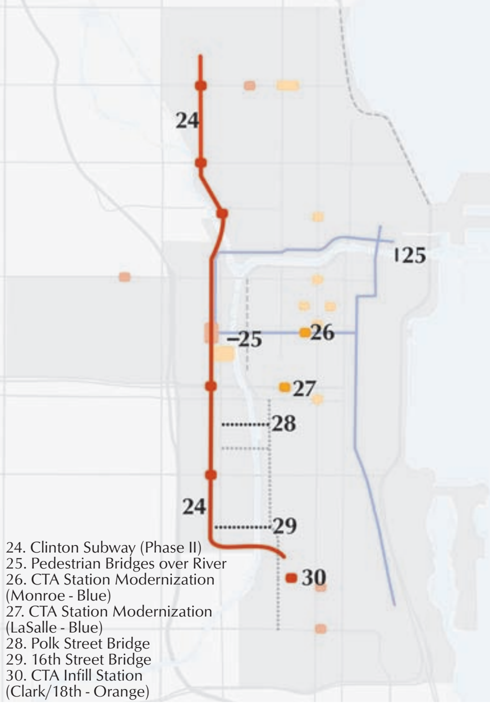
PHASING PLAN

Table 2-3: 2016-2020 Transportation Projects

City Lead		**Cost**
CREATE Program (Phase III)		$1,200,000,000
CTA Station Modernization (2 Stations)		$180,000,000
CTA Infill Station (Clark/18th - Orange)		$60,000,000
Pedestrian Bridges over River		$60,000,000
South Branch Bridge (16th or Polk)		$50,000,000
	Total	**$1,550,000,000**
City Partner/Support		**Cost**
Clinton Subway (Phase II)		$2,000,000,000
	Total	**$2,000,000,000**
	Subtotal (2016-2020)	**$3,550,000,000**
	TOTAL COST	**$14,241,000,000**

All figures based on 2007 $ amounts.

Figure 2-8: 2016-2020 Transportation Projects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24. Clinton Subway (Phase II)
25. Pedestrian Bridges over River
26. CTA Station Modernization (Monroe - Blue)
27. CTA Station Modernization (LaSalle - Blue)
28. Polk Street Bridge
29. 16th Street Bridge
30. CTA Infill Station (Clark/18th - Orange)

Regional Supporting Projects

These transit projects expand the regional system centered on the Central Area, but are located entirely outside the study area and thus are not included in the Action Plan budget. The City should continue to coordinate with the Chicago Transit Authority and Metra as they study and plan these major proposed capital investments, which would total an additional $6.25 billion.

Phase	Project		Cost
2012-2016	CTA Red Line Extension		$1,000,000,000
	Metra SouthEast Service		$550,000,000
	CTA Orange Line Extension		$300,000,000
	CTA Yellow Line Extension		$300,000,000
2016-2020	CTA Circle Line		$3,000,000,000
	Metra STAR Line		$1,100,000,000
		TOTAL	**$6,250,000,000**

Chapter 3

Urban Design, Waterfront & Open Space

PROJECT STATUS UPDATE

Image 3-1: New park space has been added in the center of the Lake Shore East development.

Image 3-2: The completion of Millennium Park and its open space and recreational amenities creates a signature attraction.

Image 3-3: The first phase of Ping Tom Park has been completed along the South Branch.

Investments in parks, waterfront amenities and streetscape and corridor enhancements are essential if a high quality-of-life is to be maintained in Chicago's Central Area. The Central Area contains the most densely developed and expensive land in Chicago, presenting a challenge to the provision of open space and recreational amenities for its growing numbers of residents, workers, students and visitors.

Completed projects (2001-2006)

Millennium Park: Millennium Park is complete and serves as Chicago's signature downtown park around which high levels of private sector investment are occurring.

Grant Park Framework Plan: This plan defines a series of enhancements to improve the function and appearance of Grant Park over a multi-year timeline.

Wacker Pier/Renovated Coast Guard Station: Following a complete renovation, the Chicago Marine Safety Station now houses the Coast Guard, the Illinois Conservation Police and the Chicago Police Marine Unit.

River Access through Montgomery Ward Site: The residential and commercial redevelopment of the former Montgomery Ward headquarters campus now includes a public walkway along the riverfront.

Veteran's Memorial: The Vietnam Veteran's Memorial located along the Chicago River at Wacker and State is complete, providing a high-quality, open space anchor for the Riverwalk system.

Chicago River Museum: The McCormick Tribune Bridgehouse & Chicago River Museum is open in the southwest bridge tower of the Michigan Avenue Bridge.

Ping Tom Park Phase 1: The first phase of Ping Tom Park along the Chicago River in Chinatown is complete.

Walter Payton Campus Park: A campus park at Walter Payton College Preparatory School at Oak and Wells is complete.

Neighborhood Parks: A number of community parks to serve adjacent residential and mixed-use neighborhoods are complete:

- Park #546 at Lakeshore East
- Park #513 at 15th & Indiana
- Heritage Green Park (At Adams & DesPlaines across from Old St. Patrick's Church)

Work Process

At four meetings and several small group work sessions over six months, the Urban Design, Waterfront & Open Space Task Force followed a three-step process to review and refine strategies and projects.

1. Confirmed status of 2003 Central Area Plan projects and identified additional projects
2. Conducted a goals and needs analysis
3. Identified costs, implementation factors, and project recommendations

The Task Force also assessed the design issues related to five district focus areas and five signature streets through charrettes and mobile workshops.

PROJECT STATUS UPDATE

- Park #547 at 18th & Calumet
- Franklin School Campus Park at 225 W. Evergreen
- Park #511 at 630 North Kingsbury (Erie Park)

South Loop Annex School/Teachers Academy: The campus park at the South Loop Annex School/Teachers Academy, located at 55 W. Cermak Road, is complete.

Soccer Fields at Moody Bible Institute: New play fields are in place between LaSalle and Wells at Moody Bible Institute.

Plaza at Chicago and State: A new public plaza at Chicago and State, adjacent to McDonalds, is complete.

Chicago Lakefront Harbor Framework Plan: Completed plans to expand the Chicago harbor system include a new transient boat facility adjacent to Navy Pier and new harbors at 31st and 87th Streets.

Couch Place: A "Green Alley" demonstration project.

Projects Underway or Nearing Completion (2007-2008)

East Wacker Drive Riverwalk: Riverwalk features and vendor space along the southern edge of the Chicago River are in place between Michigan and Franklin.

Northerly Island: The Northerly Island Framework Plan is underway to develop improvements that will make this a key waterfront park amenity area.

Streetscape Projects: A series of streetscape improvements are in the design stage, scheduled for implementation, or under construction:

- Congress Streetscape – Michigan Avenue to Wells Street
- Michigan Avenue Streetscape – Roosevelt to 24th Street
- Wabash Phase 1 – Wacker to Harrison
- Wabash Phase 2 – Harrison to Roosevelt

Park Projects: Six public parks are in the design phase:

- Library Tower Park – Harrison & State
- 24th & Federal
- Pritzker Park Reconfiguration – State & Van Buren
- Park at Roosevelt Collection
- Kinzie Park – Kinzie & DesPlaines
- Printers Row Park
- Park at Adams & Sangamon
- Park behind 16th & Wabash

Image 3-4: The campus park at the Teacher's Academy has added functional open space in the Near South.

Image 3-5: Improvements continue along the existing Lakefront Trail.

Image 3-6: New harbor space will be added along the Lakefront, including Gateway Harbor at Navy Pier

GOALS AND NEEDS

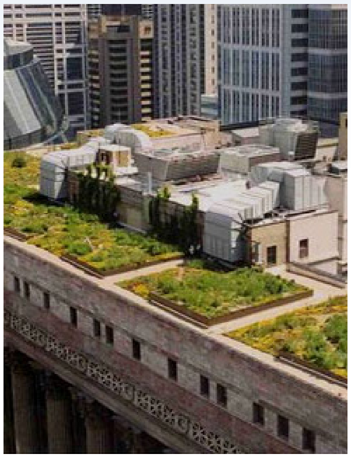


Image 3-7: The green roof atop City Hall serves as an example for other buildings in the Central Area.

Image 3-8: Erie Park along the North Branch has become a focal point for residential development.

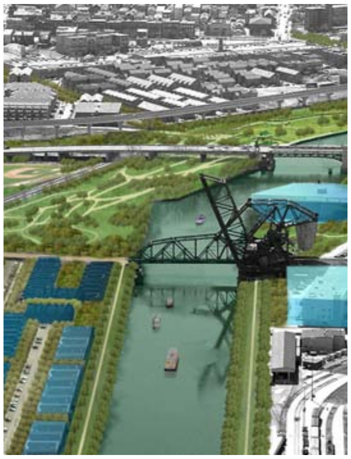


Image 3-9: The second Phase of Ping Tom Park will continue this award-winning public space north of 18th Street.

The 2003 Central Area Plan established a major theme of expanded and connected waterfronts and open spaces to create great public places. It also set goals for urban design within the Central Area. The Urban Design Task Force took these goals as a starting point for the action planning process, establishing key needs for each goal and using them to help prioritize the proposed urban design projects.

Strengthen Chicago as an Environmentally Sustainable City

- *High performance green buildings:* The design and construction of new buildings will continue to be improved by meeting existing and new sustainable building standards. The renovation of existing buildings and a commitment to historic preservation will save resources and reduce waste while preserving the character of the Central Area. Increasing the energy efficiency of buildings by upgrading energy and building codes and using density bonuses and expedited approval processes as incentives will help Chicago reduce its contribution to global climate change.
- *Environmental regulations, policies and incentives promoting green building:* Building Green/Green Roof Policy; 2001 Energy Plan; Energy Code; Stormwater Ordinance; Landscape Ordinance; Green Permitting Program; Green Roof Improvement Fund; Green Roof Density Bonus; Green Roof Website (www.chicagogreenroofs.org); Green Roof Grant Program; and the Chicago Green Homes Program.
- *Clean air, land and water:* Clean air and water, resource conservation and biodiversity are key elements of a healthy urban environment. Maintaining and improving upon Chicago's urban design to optimize its environmental benefits by preserving, expanding and improving the quality and function of vegetated areas; capturing, cleaning and using precipitation; encouraging water conservation; and contributing towards improved air quality will ensure a cleaner environment for current and future generations.
- *Sustainable open spaces:* Sustainably designed and maintained, publicly-accessible parks, waterfronts and open spaces will improve the quality of life in Chicago and engage people in the outdoors environment.
- *Green streets and public right-of-ways:* Discouraging the use of personal vehicles by encouraging alternative modes of transportation such as walking, biking and public transit will help lower our City's carbon emissions and help mitigate global climate change.

These objectives can be reached through the implementation of the City's Green Streets/Alleys program, the Green Urban Design (GUD) and Chicago Climate Change recommendations, and revisions to the Open Space Impact Fee.

Strengthen the Lakefront as Chicago's Great Public Space

- *Improved connections to the Lakefront:* Identify strategies to better connect the Lakefront to all neighborhoods and business districts within the Central Area.
- *Improved Lakefront Trail system:* Define projects that will improve problematic conditions along the Lakefront Trail in the Central Area. A high priority is the configuration

GOALS AND NEEDS

of the Lakefront Trail between Navy Pier and North Avenue, including a dedicated pedestrian access over the Chicago River.

- *Improved Lakefront connections to Central Area attractions:* Identify projects or initiatives to link the Lakefront to the river, coordinating access between Central Area destinations.

Develop the Riverfront as a Premier Public Space and Continuous System

- *Formation of a riverfront management entity:* Support formation of an entity to oversee operations of a riverwalk system.
- *Improved access to and circulation along the riverfront:* Invest in public infrastructure to improve vertical access from street level to the riverwalk as well as underbridge connections for pedestrian access.
- *Established mix of uses along the riverfront:* Encourage the inclusion of commercial space in new construction or renovation projects to accommodate active uses oriented to and accessible from the riverwalk.

Create the Next Generation of Parks

- *Integrated parks and open space with new development:* Plan and develop public parks alongside new development of scale.
- *Integrated parks and open space in underserved areas:* Integrate parks into densely developed areas of the Central Area with the greatest imbalances of open space to resident/workforce populations.
- *Improved park amenities:* Integrate a wide range of recreational amenities into existing and planned major public parks, including Grant Park, Northerly Island and Ping Tom Park.
- *Partnerships with developers and other private donors:* Capitalize on opportunities to add new public open space integrated with or alongside new development projects in the Central Area, and identify other private partners willing to fund major new public investments, as in Millennium Park.

Complete the Central Area's Framework of Richly Landscaped Streets and Boulevards

- *Enhanced east/west streets and corridors:* Balance Chicago's rich heritage of signature north/south streets and corridors by improving a series of east/west streets and corridors.
- *Innovative green streets and alleys:* Utilize state-of-the-art techniques such as permeable pavement, rain gardens, and light-emitting diode (LED) lighting standards for green street and alley improvements.
- *Beautifully illuminated buildings and civic features:* Partner with the private sector to incorporate architectural lighting into streetscape enhancement projects, unifying character districts within the Central Area and reducing light pollution.

Image 3-10: Riverwalk Plaza will provide access to the riverfront and become part of a continuous pedestrian connection.

Image 3-11: Major street corridors, such as Michigan Avenue, will be maintained as richly landscaped street environments.

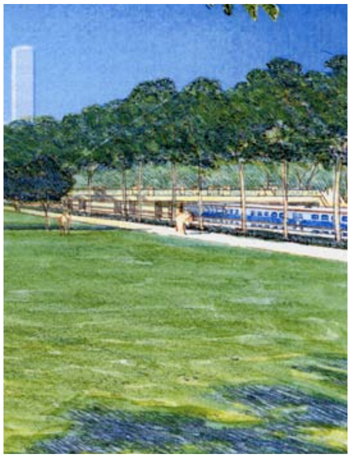


Image 3-12: The City will capitalize on opportunities to improve existing parks, such as the railscape improvements through Grant Park.

URBAN DESIGN RECOMMENDATIONS

Chicago's Central Area is one of the most dynamic urban areas in the world. As the result of consistent growth over the past decade and at present, the urban form of the Central Area is evolving to meet demand. It is important to guide the physical characteristics of this growth in order to assure that each subdistrict within the Central Area functions well and reinforces the character of Chicago's great public spaces, corridors and neighborhoods.

The Urban Design Task Force provided urban design guidance for five district focus areas and five signature streets within the Central Area. As the Central Area has grown and development has expanded out of the Loop, adjacent communities, such as the Near West and Near South, have realized significant changes. The amount of residential and commercial growth has greatly changed the built environment in those communities. These areas of growth and expansion are considered **"Focus Areas"** in which particular attention is needed to continue to ensure a high quality of life and livability of these areas.

"Signature Streets" are defined as streets with distinguishable character that anchor neighborhood, shopping and/or employment districts. Chicago has a well defined series of north-south signature streets that have seen public and private investment over the past decade. Near future investments should enhance the function and character of key east-west streets around which high levels of private investment are occurring.

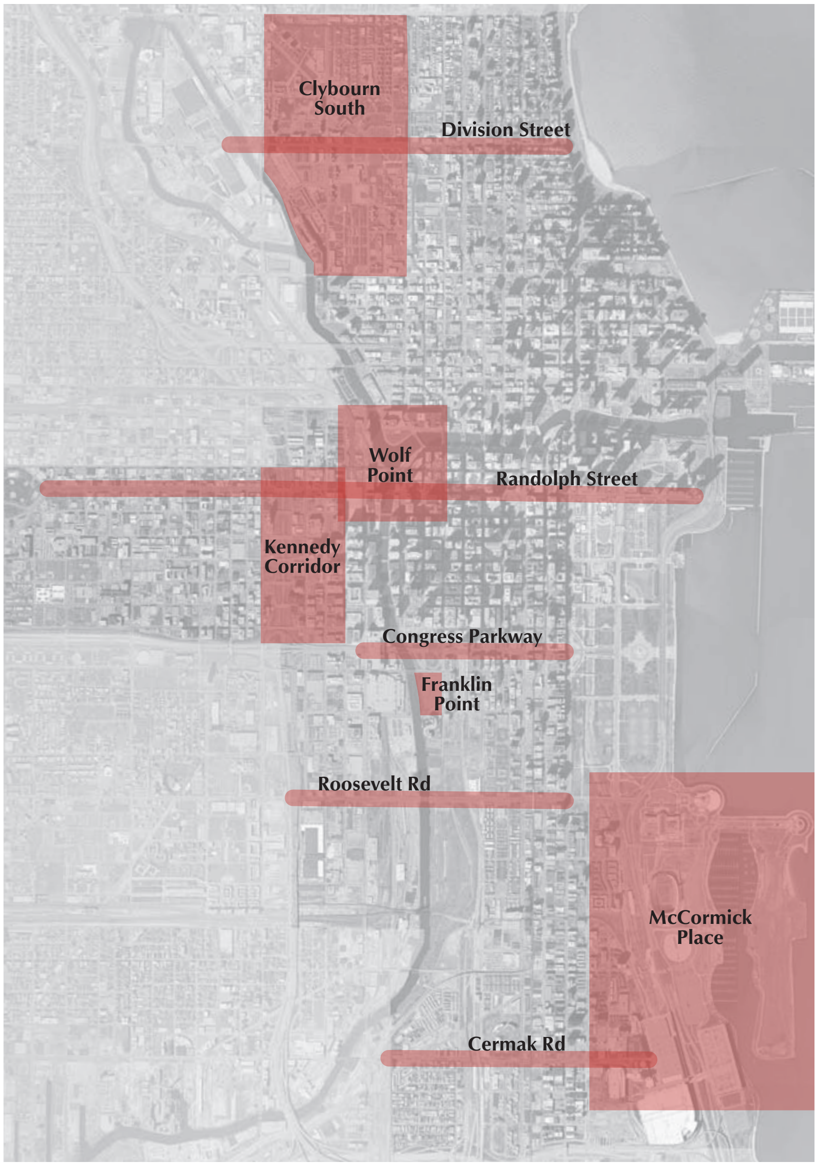
As the Central Area continues to evolve into a world-class area to live, work, and play, it is critical to balance development and redevelopment with public open spaces and waterfront amenities. Investments in urban design projects are needed not only to support new private sector investments, but also to balance the provision of open space and public amenities to elevate the quality of life.

The Central Area is renowned for its world-famous collection of signature buildings. As opportunities arise for a new generation of signature buildings to be built in the Central Area, it is important to encourage and accommodate these developments. In conjunction, opportunities to incorporate open space, plazas, pedestrian amenities, and access to waterfront and transit should be considered.

Detailed findings, illustrations, and recommendations for the Signature Streets and Focus Areas are provided in Chapter 4, which addresses the 12 planning subdistricts in detail.

Details of the Urban Design, Waterfront and Open Space projects are provided on the following pages.

Figure 3-1: Urban Design Focus Areas and Signature Streets



URBAN DESIGN RECOMMENDATIONS

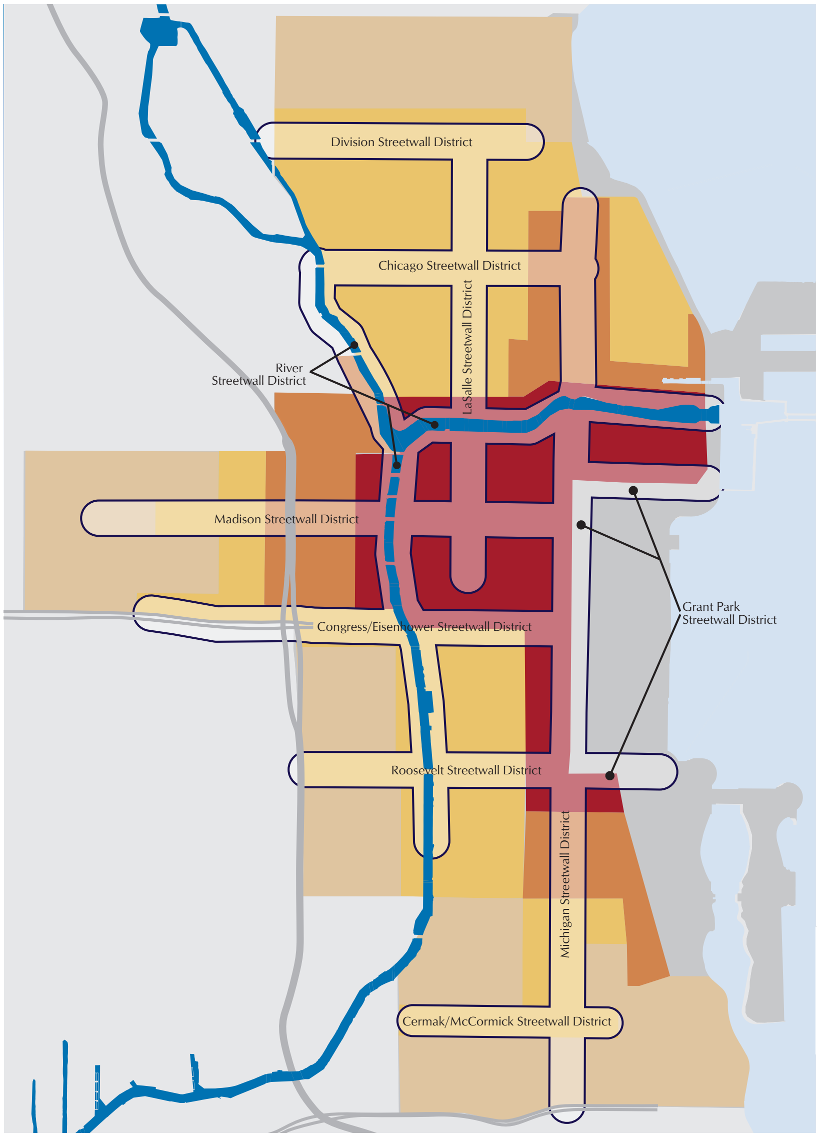
Conceptual Principles for Building Heights

As the Central Area continues to grow and redevelop, allowable building heights and appropriate densities are changing, and new opportunities for signature buildings should be encouraged. In general, the existing zoning classifications are appropriate and should be used to guide placement, density, mass, bulk, and height in the Central Area.

The Downtown Core (zoned DC) functions as the region's economic core. Very tall buildings are appropriate in the Downtown Core, along the Chicago River, and surrounding Grant Park to take advantage of existing infrastructure, create a dense, dynamic, urban area and enhance the beautiful Chicago skyline.

The areas around the "Downtown Core" are mixed-use areas that are becoming highly residential in use. These "Transition Zones" (zoned DX) are areas in which tall and mid-rise buildings are appropriate. The Near South and Near West communities in particular have benefitted from high levels of new development in recent years, and, as a result, present new opportunities to create dynamic, pedestrian-oriented communities focused around high-quality streets and public amenities. The Near North Side is an established mixed-use/residential area and new developments should be of appropriate height to reinforce existing development.

Figure 3-2: Conceptual Principles for Building Heights


Division Streetwall District
Chicago Streetwall District
LaSalle Streetwall District
River Streetwall District
Madison Streetwall District
Congress/Eisenhower Streetwall District
Grant Park Streetwall District
Roosevelt Streetwall District
Michigan Streetwall District
Cermak/McCormick Streetwall District

🟥 Downtown Core Density, Unrestricted Height

🟧 Similar to Downtown Core with Restrictions on Placement and Density

🟨 Transition Zone, Tall and Mid-rise Buildings

🟫 Neighborhood Appropriate Height

▭ Streetwall District, Height and Mass of Buildings Should Be Oriented to Highlighted Streets

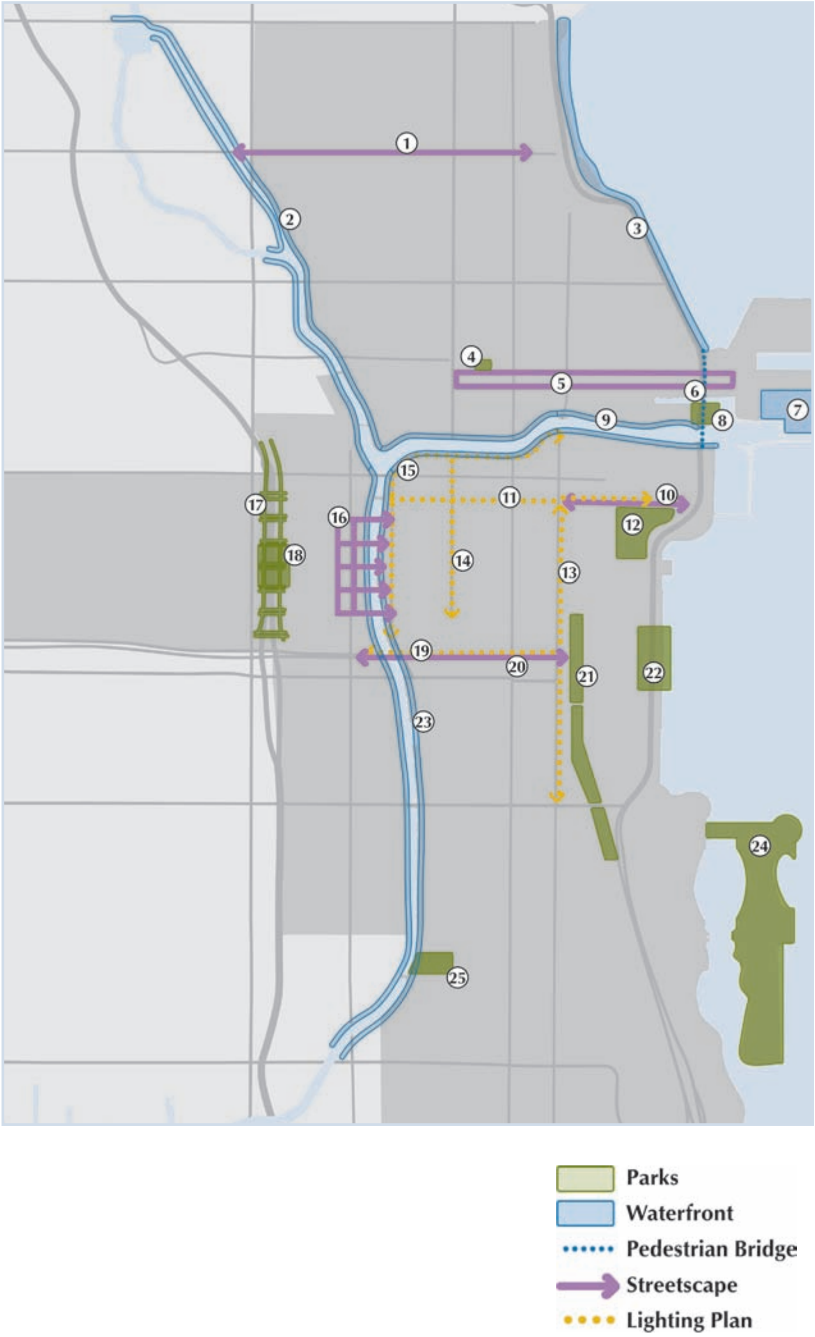
Beyond the Transition Zones and Downtown Core are areas where existing zoning should be used to guide development. These "Neighborhood Appropriate" height areas reflect the more residential character of these communities, which include neighborhoods such as Chinatown, West Loop, parts of Near North and Near South.

It is important to guide development along key corridors including Division Street, Chicago Avenue, Madison Street, Congress Parkway/Eisenhower Expressway, Roosevelt Road, Cermak Avenue, Michigan Avenue, and the Chicago River, and to encourage appropriate development in all places in between. Buildings along these streets should be oriented to face the streets and enhance the ground-level experience for pedestrians.

In all cases, clear public benefits, such as public open space, increased sidewalk widths, and decreased shadows on public parks must be obtained for buildings exceeding the recommended maximum building heights.

URBAN DESIGN, WATERFRONT AND OPEN SPACE PROJECTS

Figure 3-3: Urban Design, Waterfront, and Open Space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25
🟩 Parks
🟦 Waterfront
•••••• Pedestrian Bridge
➔ Streetscape
•••• Lighting Plan

Central Area Project Key

1. Division Streetscape
2. North Branch Riverfront Improvements
3. Lakefront Trail Expansion
4. Fort Dearborn Park
5. Illinois and Grand Streetscape
6. Lakefront Trail Bridge
7. Gateway Harbor
8. DuSable Park
9. Main Branch Riverfront Improvements
10. East Randolph Streetscape
11. Randolph Lighting Enhancements
12. Grant Park Improvements North
13. Michigan Lighting Enhancements
14. LaSalle Lighting Enhancements
15. Wacker Lighting Enhancements
16. West Loop/Union Station Area Streetscape
17. Kennedy Corridor Enhancements
18. Kennedy Cap
19. Congress Lighting Enhancements
20. Congress Streetscape
21. Grant Park Railscape
22. Pedestrian Connection at Queen’s Landing
23. South Branch Riverfront Improvements
24. Northerly Island Park Improvements
25. Ping Tom Park Phase II

URBAN DESIGN, WATERFRONT AND OPEN SPACE PROJECTS

Urban Design

Streetscape Improvements

Project Description: Chicago has a series of prominent north/south streets within the Central Area that have recently benefited from streetscape upgrades. To complement these, improvements are proposed for east/west streets to enhance motorist and pedestrian mobility and to anchor investment in surrounding areas. Improvements should incorporate environmentally-friendly design elements and materials from the City's "Green Alleys and Streets" initiative and from the Green Urban Design Task Force.

- East Randolph: Michigan to Lake Shore Drive (2,500 lf) = $8,750,000
- Congress Pkwy: Michigan Ave. to Wells St. (2,545 lf) = $19,000,000
- Grand & Illinois: Michigan Ave. to Lake Shore Drive (5,500 lf) = $19,000,000
- Division: Lake Shore Drive to Goose Island (6,000 lf) = $21,000,000
- West Loop/Union Station Area: between Jackson and Washington (3,300lf) =$33,000,000

Implementation Goal: 2008-2016

Implementation Responsibility: CDOT

Cost Estimate: Varies, see above

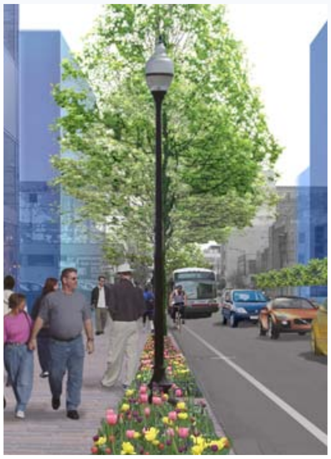


Image 3-13: Central Area streetscape investments will focus on signature east-west corridors.

Lighting Enhancements

Project Description: A program of structural lighting improvements along Michigan Avenue has been developed by Schuler Shook.

Michigan should serve as the pilot location, followed by Congress, Wacker, LaSalle and Randolph. A grant or loan program should be established to facilitate private sector implementation. Lighting improvement guidelines should include recommendations from the "Lights Out Chicago" program, which saves migratory birds, saves energy, and decreases maintenance costs.

Implementation Goal: 2008-2016

Implementation Responsibility: CDOT, DZP, DOE

Cost Estimate: $ 1,000,000

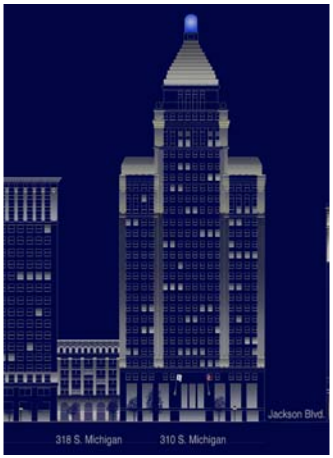


Image 3-14: The lighting plan for Michigan Avenue should be emulated in other key corridors such as LaSalle and Randolph.

Kennedy Corridor Enhancements & Cap

Project Description: Two complementary improvements that will improve connections between the Central Loop and the West Loop.

The short-term improvements include traffic calming elements, landscaping, and screening of the embankments to enhance pedestrian mobility. This improvement should supplement IDOT's standard highway improvements.

The long-term option involves creating new parkland over the Kennedy Expressway between Monroe and Washington Streets. This improvement would provide a signature amenity around which new office and residential development may be focused. This urban greenway would improve air quality and reduce noise pollution.

Implementation Goal:

- Enhancements =2008-2012
- Kennedy Cap = 2016-2020

Implementation Responsibility: CDOT

Cost Estimates:

- Enhancements = $10,000,000
- Kennedy Cap = $500,000,000

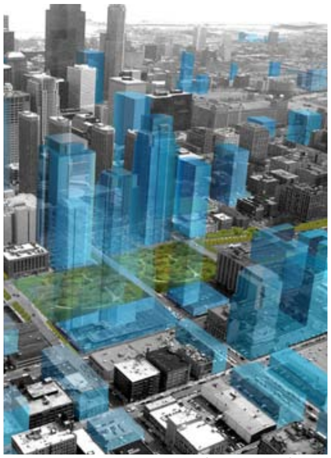


Image 3-15: A cap over the Kennedy Expressway is a long-term option for connecting the West Loop and the Near West.

URBAN DESIGN, WATERFRONT AND OPEN SPACE PROJECTS

Waterfront

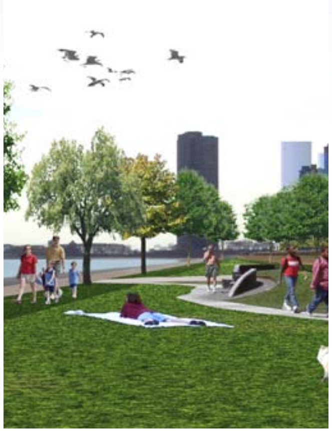


Image 3-16: Additional open space will improve this currently uninviting segment of the Lakefront.

Lakefront Trail Expansion

Project Description: The Lakefront Trail between North Ave. and Navy Pier will be expanded by up to 200 ft. Introduce landscaping to create parkland and expanded pedestrian and bicycle paths between the city and the Lakefront.

A feasibility study should be conducted. This study would address a range of issues including environmental, regulatory processes, design and construction alternatives and public support of the project. This project should be undertaken in conjunction with the North Lake Shore Drive improvements planned by the Chicago Department of Transportation and the Illinois Department of Transportation at the Oak St. curve and Chicago Ave.

- Navy Pier to Oak St. Beach (3,300 lf) = $85,800,000
- Oak St. Beach to North Ave. Beach (3,500 lf) = $91,000,000

Implementation Goal: 2012-2016

Implementation Responsibility: CDOT, DZP, CPD

Cost Estimate: $177,000,000

Image 3-17: Gateway Harbor will expand opportunities for boating in the Central Area.

Gateway Harbor

Project Description: This signature boat dock facility will be created downtown along the southern edge of Navy Pier at the inlet of the Chicago River. Utilize the existing “Dime Pier” area for a new facility to accommodate boats of various sizes.

Implementation Goal: 2008-2012

Implementation Responsibility: CPD, City

Cost Estimate: $30,000,000

Image 3-18: A management entity will coordinate improvements and maintenance.

Chicago River Management Entity

Project Description: In order to implement the riverfront projects a management entity must be identified, funded and empowered to develop and manage the improvements. Such an entity should evolve from the private sector with public sector support. Key activities include:

- Raising funds for land and easement acquisitions in the river corridor
- Raising capital for public use and access improvements to the river
- Working with government agencies, land owners, non-profits and private corporations to promote and ensure the quality of the river corridor
- Monitoring public access to the river
- Promoting events and activities that celebrate use of the river

Implementation Goal: 2008-2012

Implementation Responsibility: Private & Non-Profit

Cost Estimate: $250,000

URBAN DESIGN, WATERFRONT AND OPEN SPACE PROJECTS

Main Branch Riverfront– Lake Shore Drive to Franklin

Project Description: A continuous multi-level, but mostly street level, riverwalk at the north side of the Chicago River with under-bridge connections at Michigan Avenue and Lake Shore Drive to DuSable Park. Establish clearly identified on-street connections west of Michigan Avenue and east of Wells Street ($12,000,000).

Develop a dock level riverwalk at the south side of the Chicago River with under bridge and vertical connections for continuous water access. Develop "market," "civic" and "arcade" zones per recent City plans to activate all levels of riverwalk ($80,000,000).

The City has identified $1million in its Capital Improvement Plan for design at the Wacker Drive Riverwalk, and $200,000 for gateway canopy and repairs (Lake Shore Drive and the river)

Implementation Goal: Phase 1 2008-2012; Phase 2 2012-2016

Implementation Responsibility: MWRD, CDOT, DZP

Cost Estimate: $92,000,000

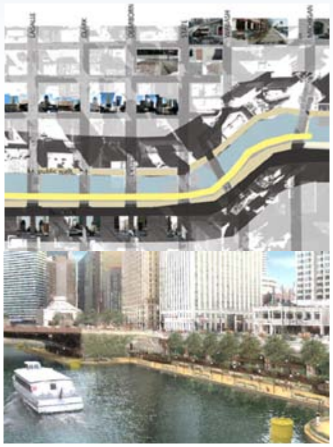


Image 3-19: The Main Branch will include underbridge connections for pedestrians.

North Branch Riverfront – Lake to Halsted

Project Description: This part of the Riverwalk has several components, which include:

- ADA Accessible Boatyard ($3,5000,000)
- Off-river connection from Kinzie Park to Fulton House riverwalk ($500,000)
- Under-bridge connection on east bank at Kinzie St. to connect to future Wolf Point development.($5,000,000)
- West bank, establish a riverwalk, Incorporate a park at street level with future development ($20,000,000)
- On-river path to connect lower level walks south of Grand Ave. to meet Erie Park ($15,000,000)
- East bank, establish a riverwalk from River Village to the North Ave. Turning Basin ($15,000,000)
- Improve access to east bank between North and Division ($12,000,000)
- Landscape/Screen the west side riverbank from Grand Ave. to North Ave. Turning Basin ($10,000,000)

Implementation Goal: 2012-2016

Implementation Responsibility: CDWM, CDOT, DZP

Cost Estimate: $75,000,000

Image 3-20: The North Branch will become accessible for River North residents.

South Branch Riverfront– Lake to Harrison

Project Description: This part of the Riverwalk has several components, which include:

- Create a contiguous street level riverwalk with improved connections and access to larger plazas ($5,000,000)
- Create a dock level riverwalk on the east side of the River at Van Buren Street south to Harrison Street. Improve adjacent green space and introduce a vertical connection near Van Buren Street ($10,000,000)

Implementation Goal: 2012-2016

Implementation Responsibility: CDWM, CDOT, DZP

Cost Estimate: $15,000,000

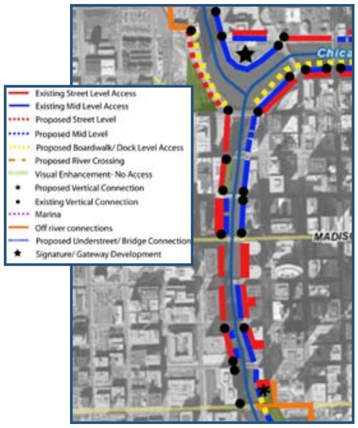

Chica
MADIS
Existing Street Level Access
Existing Mid Level Access
Proposed Street Level
Proposed Mid Level
Proposed Boardwalk/ Dock Level Access
Proposed River Crossing
Visual Enhancement- No Access
Proposed Vertical Connection
Existing Vertical Connection
Marina
Off river connections
Proposed Understreet/ Bridge Connection
Signature/ Gateway Development

Image 3-21: The South Branch Downtown will primarily maintain street-level plazas and pedestrian paths.

URBAN DESIGN, WATERFRONT AND OPEN SPACE PROJECTS

Waterfront (continued)

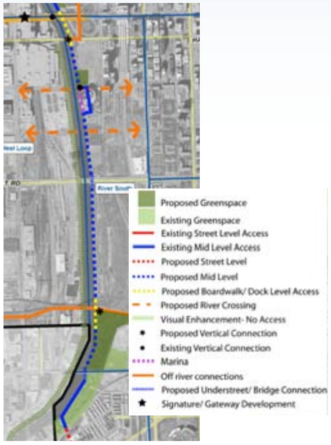

West Loop
River South
Proposed Greenspace
Existing Greenspace
Existing Street Level Access
Existing Mid Level Access
Proposed Street Level
Proposed Mid Level
Proposed Boardwalk/ Dock Level Access
Proposed River Crossing
Visual Enhancement- No Access
Proposed Vertical Connection
Existing Vertical Connection
Marina
Off river connections
Proposed Understreet/ Bridge Connection
Signature/ Gateway Development

Image 3-22: Investments along this section of the Riverfront will connect numerous open space improvements.

South Branch Riverfront – Harrison to Stewart

Components in this section include:

- Mid-level riverwalk at Harrison St. south ($15,000,000)
- Vertical connection at Harrison St. ($2,000,000)
- Pedestrian and vehicular crossing at Taylor St. ($25,000,000)
- Polk St. Pedestrian crossing ($12,000,000)
- Underbridge connections Roosevelt and 18th St. ($500,000)
- Public park as part of Franklin Point development ($10,000,000)
- At south end of Ping Tom Park, designate/identify on-street connections via Princeton and Archer Avenues to Stearns Quarry and to future riverwalk development at East Canal Origins Park ($500,000)
- Enhance west side of riverbank, Harrison St. to Cullerton St., with landscape buffer ($10,000,000)

Implementation Goal: 2016-2020

Implementation Responsibility: CDWM, CDOT, DZP

Cost Estimate: $75,000,000

Open Space

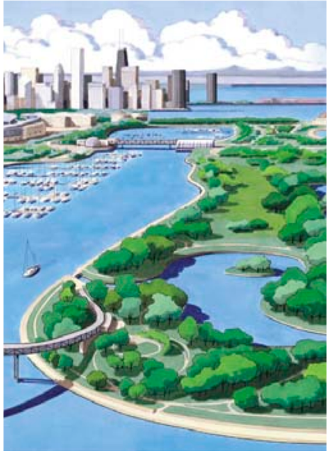


Image 3-23: Northerly Island will be transformed into a park built around conservation and sustainability principles.

Northerly Island Park Improvements

Project Description: Create a state-of-the-art park designed around environmental conservation/sustainable design principles to serve as an outdoor museum for conservation. Northerly Island is partially complete, but there are several aspects of this project that are unfinished. The following principles/projects should be incorporated as the island is developed:

- Reuse of existing structures
- Integration of sustainable design principles
- Creation of a wildlife/nature preserve

Promotion of environmental technologies to create a self-sufficient site to be used as an educational tool

Implementation Goal: 2008-2012

Implementation Responsibility: CPD

Cost Estimate: $75,000,000

Image 3-24: Existing Gardens in North Grant Park.

Grant Park Improvements North

Project Description: While the exact scope of this project has not yet been determined, the project will generally include reconstruction of the obsolete Monroe Street Garage and other public amenities associated with the garage structure. Open spaces and park facilities potentially affected by this project include Daley Bicentennial Plaza/Fieldhouse, Cancer Survivors Garden and "Peanut Park."

Implementation Goal: 2008-2012

Implementation Responsibility: CPD

Cost Estimate: $35,000,000

URBAN DESIGN, WATERFRONT AND OPEN SPACE PROJECTS

Ping Tom Phase II

Project Description: Develop Phase 2 of Ping Tom Park. Expand the existing 12-acre public urban park located at 19th Street and the South Branch of the Chicago River. In 2002, the Chicago Park District acquired 5 additional acres on the northeast side of the park. A former industrial site, or brownfield, the land will be cleaned up and redeveloped into a spacious community park with ball and soccer fields, a field house, and a swimming pool.

When completed, Ping Tom Memorial Park will be one of the largest neighborhood parks in Chicago. Phase 2 focuses on development of active recreational uses. Improvements include:

- A: Site development - $15,000,000
- B: Railway underpass - $5,000,000
- C: Multi-purpose center - $15,000,000
- D: Boathouse - $3,000,000

Implementation Goal: A-B 2008-2012, C-D 2012-2016

Implementation Responsibility: CPD, DZP, CDOT, Canadian National RR

Cost Estimate: $38,000,000

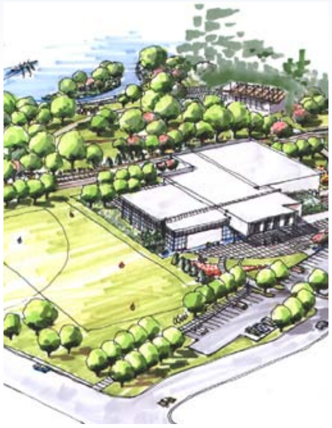


Image 3-25: The project will expand upon the latest addition to the Central Area's great public spaces.

DuSable Park

Project Description: A park at the inlet of the Chicago River at Lake Michigan to commemorate Chicago's founding pioneer. The public-private agreement with the developer of The Spire will assist with the development of this park and can serve as a model for new park developments adjacent to major new residential projects. A pedestrian/bicycle flyover bridge is planned to improve pedestrian access to this park but has not been included in this cost estimate.

The preliminary park design is partially the result of a robust community planning process. DuSable Park is named for Jean Baptiste Pointe DuSable, the first non-native settler and founding father of Chicago. The site currently contains 3.5 acres of undeveloped land. The Park was originally announced in 1987 by then Mayor Harold Washington. The City of Chicago has pledged $3 million and the Park District has also budgeted $3 million for park development.

Implementation Goal: 2008-2012

Implementation Responsibility: CPD, CDOT, DZP

Cost Estimate: $17,000,000

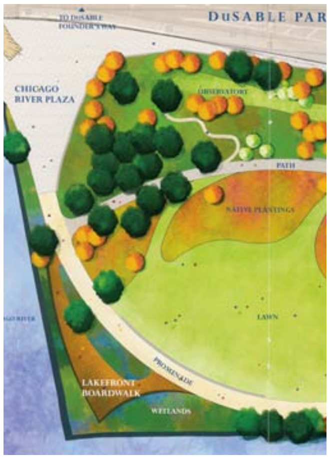


Image 3-26: This park at the inlet of the Chicago River will be dedicated to the first non-native settler of Chicago.

Lakefront Trail Bridge

Project Description: Currently the Lakefront Trail uses the same bridge over the Chicago River as Lake Shore Drive. A new pedestrian/bicycle bridge is proposed to improve this part of the Trail. This is often referred to as a flyover.

The new bridge will reduce conflicts between autos, pedestrians and bicyclists. Potential exists for combining creation of this bridge with the Spire and DuSable Park.

Implementation Goal: 2012-2016

Implementation Responsibility: DZP

Cost Estimate: $25,000,000

Image 3-27: The new bridge will separate bicycle and pedestrian traffic from the existing street crossing.

URBAN DESIGN, WATERFRONT AND OPEN SPACE PROJECTS

Open Space (continued)

Image 3-28: A "pocket park" integrated into this redevelopment site will create public open space in River North, where park space is limited.

Fort Dearborn Park

Project Description: The City is will partner with a private developer to redevelop the square block site currently occupied by the Fort Dearborn Post Office. Part of the redevelopment will include the construction of a new public open space.

This open space will serve the growing residential population of River North.

Implementation Goal: 2016-2020

Implementation Responsibility: DZP

Cost Estimate: $10,000,000 (expected public contribution)

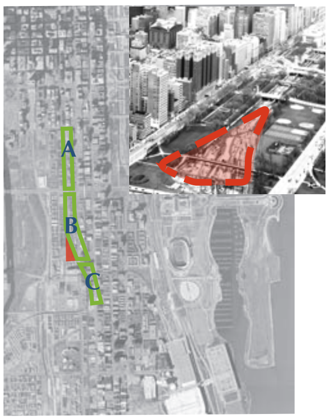


Image 3-29: The rail right-of-way that cuts through Grant Park will be improved with "green screening."

Railscape Improvements

Project Description: Screen the railroad throughout Grant Park and south to Museum Place. The open railroad trench could be improved by utilizing a "green screen" over the tracks. Explore potential to reduce the former rail service yard area (as depicted in red) generally known as the pennant lot.

There are three major sections to be improved:

- *Area A:* Grant Park Central (316,000 sf) = $7,900,000
- *Area B:* Grant Park South (688,000 sf) = $17,200,000
- *Area C:* Central Station Area (300,000 sf) = $7,500,000

Implementation Goal: 2012-2016

Implementation Responsibility: RTA, Metra, DZP, CPD

Cost Estimate: $32,6000,000

Image 3-30: The natural pedestrian connection from the Lakefront to Buckingham Fountain through Grant Park will be restored.

Pedestrian Connection at Queen's Landing

Project Description: The improvement of a pedestrian connection between Grant Park at Buckingham Fountain and the Lakefront across Lake Shore Drive is a key component of the Grant Park Framework Plan. Includes improvements to crosswalks and signage.

Queen's Landing was named after the 1959 visit by Queen Elizabeth II when she came ashore at that spot.

Implementation Goal: 2008-2012

Implementation Responsibility: CDOT

Cost Estimate: $500,000

PHASING PLAN

Based upon a combination of the Task Force ratings and the current status of projects, the draft implementation timeline that follows is provided for consideration:

Table 3-1: 2008-2012 Projects

Northerly Island Park Improvements	$75,000,000
Main Branch Riverfront (Phase I)	$46,000,000
Grant Park Improvements North	$35,000,000
Gateway Harbor	$30,000,000
Ping Tom Phase II (Site Dev./Railway Underpass)	$20,000,000
Congress Parkway Streetscape	$19,000,000
Grand & Illinois Streetscape	$19,000,000
DuSable Park	$17,000,000
Kennedy Corridor Enhancements	$10,000,000
East Randolph Streetscape	$8,750,000
Lighting Enhancements (Michigan, Congress & Wacker)	$600,000
Pedestrian Connection at Queen's Landing	$500,000
Chicago River Management Entity	$250,000
Subtotal (2008-2012)	**$281,100,000**

All figures based on 2007 $ amounts.

Figure 3-4: 2008-2012 Urban Design, Waterfront, and Open Space Projects

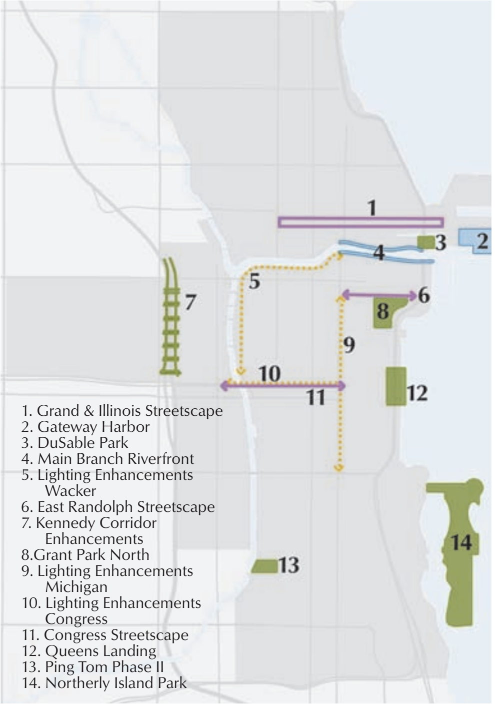
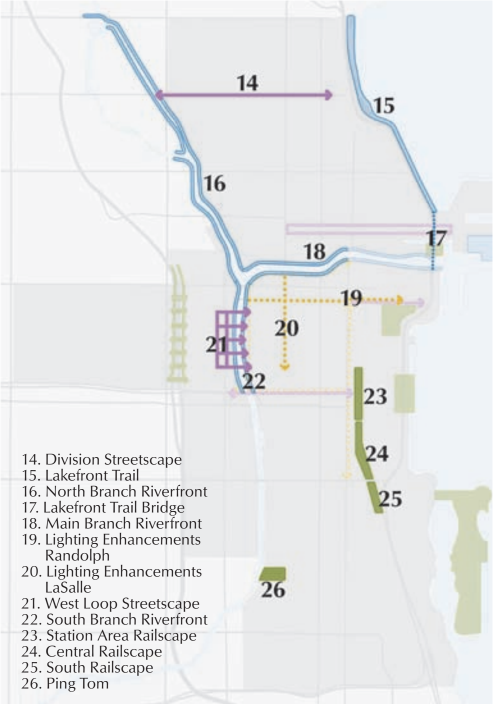

1. Grand & Illinois Streetscape
2. Gateway Harbor
3. DuSable Park
4. Main Branch Riverfront
5. Lighting Enhancements Wacker
6. East Randolph Streetscape
7. Kennedy Corridor Enhancements
8.Grant Park North
9. Lighting Enhancements Michigan
10. Lighting Enhancements Congress
11. Congress Streetscape
12. Queens Landing
13. Ping Tom Phase II
14. Northerly Island Park

Table 3-2: 2012-2016 Projects

Lakefront Trail Expansion	$177,000,000
North Branch Riverfront (River North)	$75,000,000
Main Branch Riverfront (Phase II)	$46,000,000
West Loop/Union Station Area Streetscape	$33,000,000
Lakefront Trail Bridge	$25,000,000
Division Streetscape	$21,000,000
Ping Tom Phase II (Multi-Purpose Center/Boathouse)	$18,000,000
Grant Park South Railscape	$17,200,000
South Branch Riverfront (Downtown)	$15,000,000
Grant Park Central Railscape	$7,900,000
Central Station Area Railscape	$7,500,000
Lighting Enhancements (LaSalle & Randolph)	$400,000
Subtotal (2012-2016)	**$443,000,000**

All figures based on 2007 $ amounts.

Figure 3-5: 2012-2016 Urban Design, Waterfront, and Open Space Projects


14. Division Streetscape
15. Lakefront Trail
16. North Branch Riverfront
17. Lakefront Trail Bridge
18. Main Branch Riverfront
19. Lighting Enhancements Randolph
20. Lighting Enhancements LaSalle
21. West Loop Streetscape
22. South Branch Riverfront
23. Station Area Railscape
24. Central Railscape
25. South Railscape
26. Ping Tom

PHASING PLAN

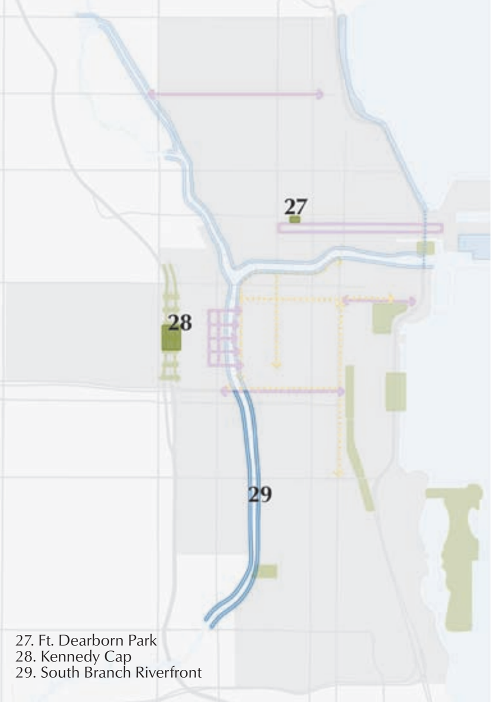
Table 3-3: 2016-2020 Projects

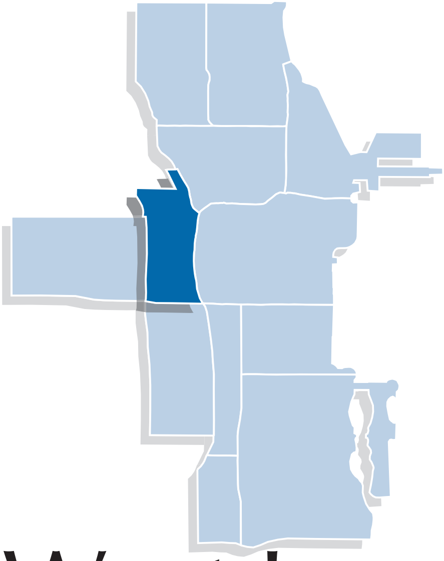
Kennedy Cap	$500,000,000
South Branch Riverfront (River South)	$75,000,000
Fort Dearborn Park	$10,000,000
Subtotal (–2020)	$585,000,000

All figures based on 2007 $ amounts.

TOTAL COST **$1,309,100,000**

Figure 3-6: 2016-2020 Urban Design, Waterfront, and Open Space Projects


27
28
29
27. Ft. Dearborn Park
28. Kennedy Cap
29. South Branch Riverfront



West Loop

Located between the Central Loop and Near West, the West Loop is bounded on the north mainly by Kinzie Street, on the south by Congress Parkway, on the east by the South Branch of the Chicago River, and on the west by the Kennedy Expressway.

The West Loop includes a portion of the core office market area as well as residential buildings and supporting retail uses. Union Station and Ogilvie Transportation Center have made the West Loop a gateway to Chicago for tourists, suburban commuters and other visitors.

WEST LOOP

Image WL-1: A West Loop condominium conversion.

Image WL-2: The ABN/Amro Building at 540 West Madison was one of many new office structures in the West Loop.

Image WL-3: A redevelopment proposal for the Old Post Office would add hotel and office space.

Trends, 2000-2007

The West Loop's 2000 Census population of 4,884 grew to an estimated 9,196 by 2007, which represents about 6% of Central Area households.

The West Loop was the most active district for office development aside from the Central Loop. Between 2000 and 2007, over 3.9 million SF of office space was developed in the West Loop, nearly all of it directly west of the Chicago River. For example, a number of new office buildings were built in the 500 block of various West Loop streets: a building at 555 West Adams contains 480,000 SF, Quaker Oats moved to a new 425,000-SF headquarters at 555 West Monroe, ABN/Amro built a 1.3 million-SF property at 540 West Madison and CTA headquarters moved to a LEED-certified building at 567 West Lake Street.

Forecast, 2008-2020

An additional 3.5 million SF of new office space is currently proposed for the West Loop. Two of the proposed projects, the expansion of Union Station and the renovation of the Old Main Post Office, include plans for hotels and new office space. Seven sites identified as vacant or underutilized could support an additional 4.7 million SF of new office use.

A proposed retail project (Metra Market) at Ogilvie Transportation Center and a Jewel grocery store in the Kinzie Station planned development are bringing new stores and restaurants to serve residents, commuters and office workers in the West Loop.

2020 Vision/Goals

- The West Loop will continue to grow as an increasingly important location for office development, which is the engine for economic and employment growth in the Central Area.
- High development densities and a strong preference for job generating uses should accompany the substantial new investment in West Loop transportation projects.
- Clinton Street will become the focal corridor of this dense, walkable office core, with office development concentrated between Randolph and Jackson Streets.
- Residential areas such as the Fulton River district and the Jackson Loft district will maintain their distinctive character.
- The West Loop will strengthen its position as a transportation gateway into the Central Area, adding faster, more direct public transitway connections to other Central Area districts as well as increased Metra service into Ogilvie Transportation Center.
- The West Loop will feature an enhanced streetscape that improves the pedestrian environment for commuters, residents, visitors, and tourists.

Policies & Actions

Financial / Incentive

- The River West, Canal Street/Congress Expressway, LaSalle Central and Kinzie Industrial Corridor TIFs can help fund infrastructure and transit projects that benefit the West Loop.
- Local improvement districts could be established to support neighborhood activities and selected capital projects.

Regulatory

- High-density office buildings with complementary commercial uses should be encouraged as the highest and best economic use for development sites in the West Loop.
- The Downtown Core zoning category, which covers a portion of the West Loop, should designate residential uses as a Special Use and increase the minimum lot area (MLA) for residential uses.

Development

- Integrate open space and Riverwalk enhancements in development projects along the Chicago River.

WEST LOOP

Urban Design

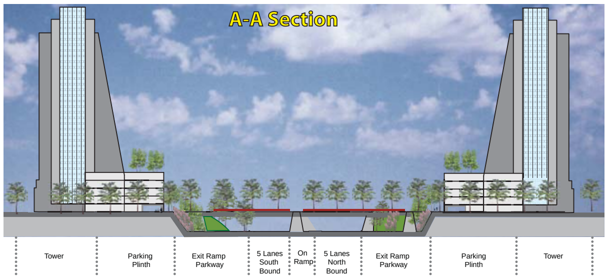
Kennedy Corridor

The area along the Kennedy Expressway from Van Buren to Lake Street was studied in order to identify opportunities for pedestrian and vehicular mobility improvements, development considerations for expressway adjacent parcels and potentials for park development.

Urban design recommendations for this corridor include the following (see Figure WL-1 and Figure WL-2 below):

- Pedestrian safety and comfort enhancements are recommended for the sidewalks along the bridges that span the expressway. Sidewalk widths can be expanded utilizing a cantilever system on existing piers. An expanded sidewalk would provide space for planters with trees or other landscape material to serve as a buffer between pedestrians and automobiles (see discussion of streetscape improvements under West Loop Projects).
- Pedestrian crossing of ramp intersections is a key safety concern. Improvements in crosswalk striping and utilization of an audible warning system were identified as features warranting further study.
- Landscape enhancements have been installed in several areas along the expressway, particularly at on- and off-ramp locations. This program should be continued and expanded.
- Regarding development along expressway adjacent parcels, a rational massing strategy has identified. Recommendations include utilization of parking plinths to establish regulating lines along the corridor and step-backs in building mass to frame the corridor.

Figure WL-1: Kennedy Corridor Section Detail


A-A Section
Tower
Parking Plinth
Exit Ramp Parkway
5 Lanes South Bound
On Ramp
5 Lanes North Bound
Exit Ramp Parkway
Parking Plinth
Tower

West Loop Projects

(see project map, following page)

1. Carroll Avenue Transitway

This new transit corridor would connect the West Loop with River North and Streeterville via a dedicated east-west right-of-way at the north edge of the Chicago River. In the West Loop, the service would operate in the dedicated right-of-way north of Lake Street, and use Clinton and Canal to access Union Station and Ogilvie Transportation Center. Goal: Complete by 2012.

2. Clinton Transitway

An extension of the dedicated transit corridor used by the Carroll Avenue Transitway, the Clinton Transitway would create a below-grade transit right-of-way from Lake Street to Jackson Street. Goal: Complete by 2012.

3. East-West Transitway

An east-west rapid transit route through the Central Loop beneath Monroe Street will connect the West Loop and its commuter rail stations with the Central Loop and lakefront amenities. Goal: Complete by 2016.

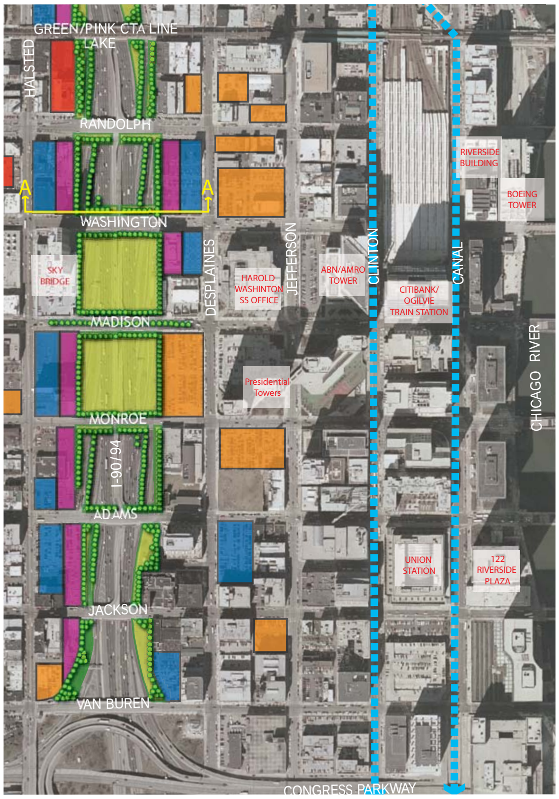
4. West Loop/Union Station Area Streetscape

The area around Union Station and Ogilvie Transportation Center has heavy foot traffic and demands a pedestrian-friendly environment. A comprehensive streetscape project on adjacent streets, particularly Clinton and Canal and their intersecting east-west streets from Randolph to Jackson, would add street plantings, crosswalks, lighting and wayfinding signage. Goal: Complete by 2016.

5. Bicycle Lanes & Markings

Bicycle lanes are planned for Washington, Madison and Adams, complementing the existing bicycle lanes along Clinton and Canal. Goal: Complete by 2020.

Figure WL-2: Kennedy Corridor Urban Design


Existing Bike Path
Pending Developments
Proposed Developments
Opportunity Sites
Landscape Improvements
Parking Plinth
GREEN/PINK CTA LINE
LAKE
HALSTED
RANDOLPH
A
A
WASHINGTON
SKY BRIDGE
DESPLAINES
HAROLD WASHINTON SS OFFICE
JEFFERSON
ABN/AMRO TOWER
CLINTON
CITIBANK/ OGILVIE TRAIN STATION
CANAL
RIVERSIDE BUILDING
BOEING TOWER
MADISON
Presidential Towers
CHICAGO RIVER
MONROE
I-90/94
ADAMS
UNION STATION
122 RIVERSIDE PLAZA
JACKSON
VAN BUREN
CONGRESS PARKWAY

WEST LOOP

Image WL-4: A series of investments will improve Union Station access and passenger facilities, as well as the ability to transfer between transit services.

Image WL-5: West Loop Transportation Center will connect the commuter rail, CTA rail, and bus services that converge in the West Loop.

Image WL-6: The Riverfront system will be improved with additional connections north and south.

6. Union Station Upgrades

Union Station improvement needs include enhanced access points and upgraded passenger amenities and platforms. An intermodal transfer center will move buses and taxis off the street and ease congestion. Amtrak also plans to improve and expand its passenger waiting areas. Goal: Complete by 2012.

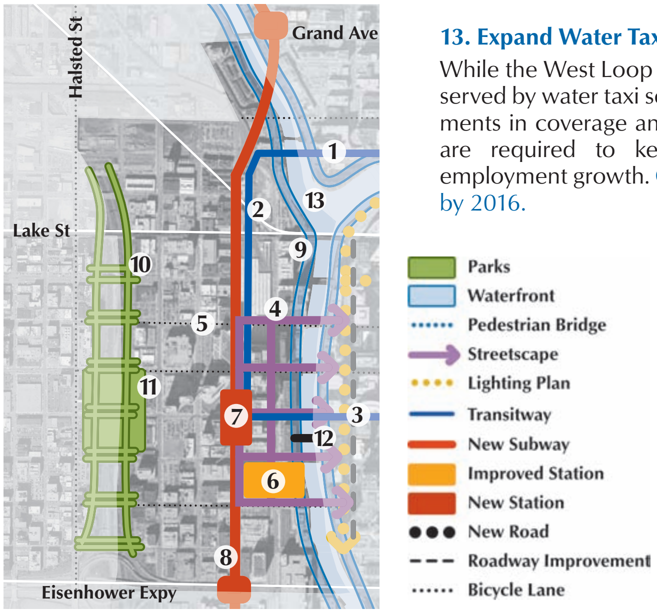
7. West Loop Transportation Center

The creation of a below-grade intermodal center beneath Clinton Street would connect future service corridors such as the Clinton Subway and Transitway with existing assets such as Union Station and Ogilvie Transportation Center. Goal: Complete by 2016.

8. Clinton Subway

In the West Loop, the Clinton Street Subway will be generally located beneath Clinton Street, with potential stations located at Congress and Monroe. The Monroe station would be part of the multi-level West Loop Transportation Center. Goal: Complete by 2020.

Figure WL-3: West Loop Project Map



9. South Branch Riverfront

In the West Loop, portions of the continuous Riverwalk exist at street level, but additional sections must be completed. Goal: Complete by 2016.

10. Kennedy Corridor Enhancements

Multi-phased I-90/94 Kennedy Corridor enhancements are proposed along the east/west corridors that connect the West Loop to the Near West subdistricts. Improvements include pedestrian safety and comfort features on the east/west road segments that cross the Expressway and the addition of trees and landscape features along the ramp infrastructure. Goal: Complete by 2012.

11. Kennedy Corridor Cap

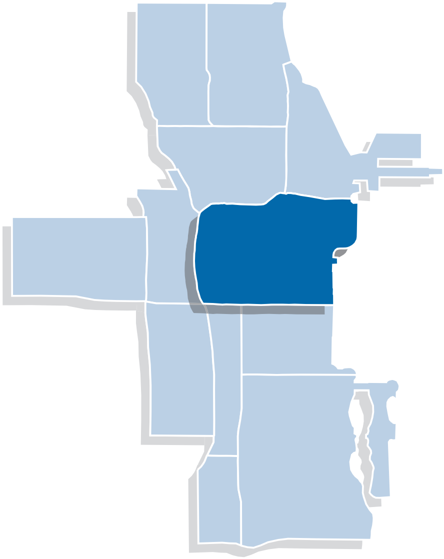
The creation of a major public park over the Kennedy Expressway is proposed for the area between Monroe and Washington Streets. This cap would provide much-needed green space to serve office and adjacent residential development and would provide improved linage between the West Loop and Near West subdistricts. Goal: Complete by 2020.

12. Pedestrian Bridge over River

A dedicated pedestrian bridge connecting the West Loop to the Central Loop (over the Chicago River) would ease pedestrian congestion on the streets. Goal: Complete by 2020.

13. Expand Water Taxi Service

While the West Loop is currently well served by water taxi service, improvements in coverage and service levels are required to keep pace with employment growth. Goal: Complete by 2016.



Central Loop

The Central Loop is located in the heart of the Central Area and is bounded on the north by the Chicago River, on the south by Congress Parkway, on the east by Lake Michigan, and on the west by the South Branch of the Chicago River.

The Central Loop is the economic engine for the Central Area, containing the core office market along with retail, hospitality/entertainment, institutional, and residential uses. The western half contains the major portion of the core office submarket. The eastern portion of the Central Loop is anchored by Millennium Park, Grant Park and historic Michigan Avenue. Between the two is the State Street retail corridor and the LaSalle Street financial district.

CENTRAL LOOP

Image CL-1: The south Wacker Drive Corridor has become the premier location for new office development.

Image CL-2: Grant Park and the lakefront harbors are enduring trademarks of the City.

Image CL-3: The Heritage at 130 N Garland overlooks Millennium Park, and is one example of the trend toward residential uses in the eastern areas of the Loop.

Trends, 2000-2007

The Central Loop added 7.2 million SF to its office inventory between 2000 and 2007, with an additional 3 million SF under construction and planned. Wacker Drive solidified its position as a premier office address, with additions including the Hyatt Center, UBS Tower, 151 North Wacker, 191 North Wacker, and 111 South Wacker.

Millennium Park was completed in 2004 and has had an enormous stimulating impact on the residential and hotel development sectors. While the Central Loop contained about 6.7% of Central Area households in 2000, virtually all lived in the portion of the Central Loop that is east of Michigan Avenue. The number of households doubled from 4,455 in 2000 to 9,091 in 2007. The 356-unit Heritage and the 355-unit Legacy led the new construction growth sparked by Millennium Park.

With Millennium Park drawing over 3.5 million visitors annually, the Central Loop captured roughly 30% of new hotel development activity in the Central Area between 2000 and 2007, including two major adaptive-use projects: the 385-room Hard Rock Hotel and the 128-room Hampton Inn at the renovated Bank of America Theater.

Development on North State Street included student housing for the School of the Art Institute, new retail space, and the Gene Siskel Film Center. The Theater District expanded with the addition of the new Goodman Theater, the Joffrey Center at State and Randolph, and the renovation of the former Schubert Theater, which became the Bank of America Theater. The State Street Corridor attracted new retailers and saw the return of Sears department store at State and Madison.

Forecast, 2008-2020

Ten Central Loop sites identified as vacant or underutilized could support nearly 9 million SF of new office space. With the expansion of the Federal Campus onto State, another 1.5 million SF will be added and both public- and private-sector employment will increase.

The upcoming completion of 108 North State (Block 37) with 400,000 SF of retail, restaurant, and entertainment, along with the re-tenanting of the historic Carson Pirie Scott building, will boost State Street retail.

The Wit Hotel at State and Lake is currently under construction, and several other hotel projects are planned or proposed for the Central Loop, including adaptive re-use projects in vintage properties on South LaSalle Street. The Children's Museum proposes to relocate from Navy Pier to a site at the north end of Grant Park, and the Art Institute is expanding with a new 265,000-SF wing, adding attractions adjacent to Millennium Park.

Several new residential towers were completed or are in development in the 28-acre, 4,950-unit Lakeshore East planned development. A new public park, public school and on-site retail center are also among the existing and planned amenities.

While new residential buildings are under construction or planned, additions to the supply will slow until economic recovery occurs.

CENTRAL LOOP

2020 Vision/Goals

- The Central Loop is the economic center of the Central Area, the City, and the entire metropolitan region. To continue to thrive, it requires a dense walkable office core that is well served by a reliable, high-capacity transit system that prioritizes use of public transportation.
- Newer office development will be concentrated along Wacker Drive with most of the competitive inventory located west of Dearborn Street.
- LaSalle Street will continue to function as a prime corridor for financial services, and its vintage buildings will provide opportunities for renovation and adaptive -reuse developments.
- A merged Chicago Board of Trade (CBOT) and Chicago Mercantile Exchange (CME) will be headquartered at LaSalle Street and Jackson Boulevard and will encourage reinvestment along Jackson and Van Buren in the southern portion of the Central Loop.
- Residential development will continue, as older buildings are recycled, infill sites are identified and Lakeshore East completes its build out. Access to and views of Millennium and Grant Parks will be the amenities that draw developers and residents.
- Higher education institutions will continue to add facilities, students and programs that build upon an already strong presence in the Central Loop.
- The three-block section of Michigan Avenue from Randolph to the Chicago River has little identity, despite its important role as a connection between the vibrant Magnificent Mile and Millennium Park. The City should give further considerations to recent recommendations for invigorating this vital link from a technical assistance panel of the district council of the Urban Land Institute.

Policies & Actions

Financial / Incentive

- The LaSalle Central TIF that was established in 2006 ties together older, existing TIF districts, providing an important funding tool for building renovations, transit projects, and street improvements.
- Special Service Areas can supplement other sources of funds for activities, services and select capital projects. Central Loop contains Special Service Area #1 along State Street, which extends between East Wacker Drive and Congress Parkway and is serviced by The Chicago Loop Alliance.

Regulatory

- The portion of the Central Loop zoned Downtown Core provides floor area ratios (FARs) that appropriately encourage the highest densities in the Central Area.
- The Downtown Core zoning category should be revised to emphasize preference for employment-generating uses over residential uses by designating residential as a Special Use and by increasing the minimum lot area (MLA) for residential uses.
- Historic preservation designations in the Central Loop should be used judiciously to balance redevelopment and renovation, particularly in the LaSalle Street corridor.

Development

- While high-density office development should be concentrated west of Dearborn, the area east of Dearborn should continue to be a vibrant mix of institutional, residential, hotel, entertainment and retail uses.
- Recycling older office buildings for small office users, hotels and residences should be encouraged.
- Development of new higher educational facilities, including student activity centers, classrooms, dormitories and administrative offices, should be supported and assisted as needed.

Urban Design

Image CL-4: Millennium Park draws more than 3.5 million visitors each year to see its attractions.

Image CL-5: The Lakeshore East residential area surrounds a major new park space.

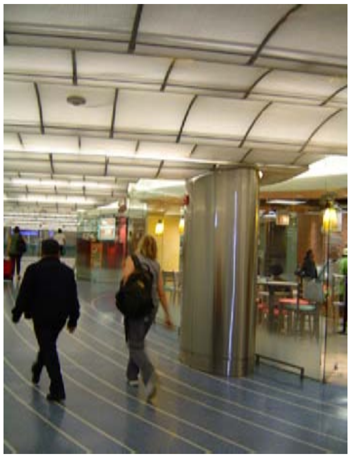


Image CL-6: Millennium Station replaced the old Randolph Station as the terminal of the Metra Electric and South Shore lines.

CENTRAL LOOP

Image CL-7: The bicycle station and rental facility at Millennium Park is accessible from upper Randolph.

Image CL-8: The Randolph corridor frames Grant and Millennium Parks and connects the Lakefront with the rest of the Central Loop.

Signature Street – East Randolph

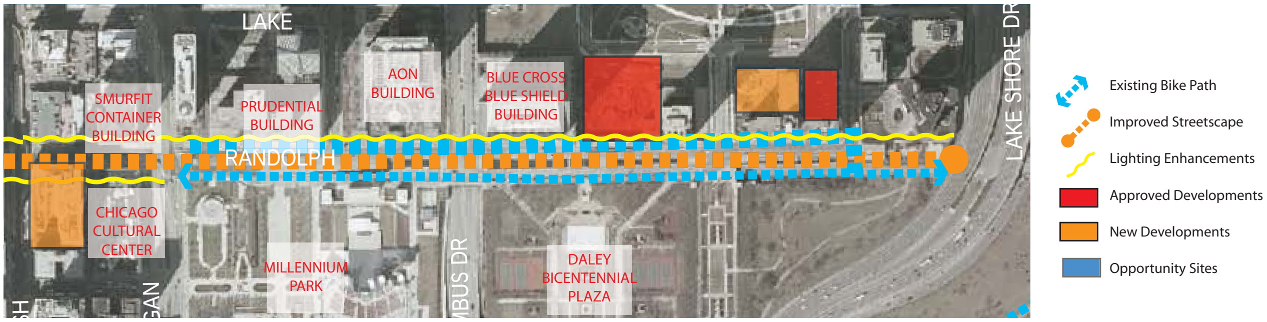
Randolph Street east of Michigan Avenue is a major connection between Lake Shore Drive and the Central Loop and should be improved. The visibility of this street and its arterial transportation role within downtown has been elevated by the development of Millennium Park and adjacent office and residential towers. With its drop-off function for Harris Theater and the proposed Children's Museum further east, pedestrian use of Randolph Street is significant and on the rise.

Urban design recommendations for this corridor include the following (see Figure CL-1 below):

- Streetscape improvements are needed to improve the safety and appearance of this high visibility corridor (see specific Streetscape recommendations under Central Loop Projects).
- A pedestrian ramp is proposed on the south side of Randolph to establish pedestrian access from the elevated section of East Randolph to the ground at Lake Shore Drive This connection would bridge a disconnect between development north of Randolph and access to Millennium Park, Grant Park and the Lakefront.

Signature Street – Congress

Figure CL-1: East Randolph Urban Design Recommendations



LAKE
SMURFIT CONTAINER BUILDING
PRUDENTIAL BUILDING
AON BUILDING
BLUE CROSS BLUE SHIELD BUILDING
RANDOLPH
CHICAGO CULTURAL CENTER
MILLENNIUM PARK
MBUS DR
DALEY BICENTENNIAL PLAZA
GAN
SH
LAKE SHORE DR
Existing Bike Path
Improved Streetscape
Lighting Enhancements
Approved Developments
New Developments
Opportunity Sites

CENTRAL LOOP

Parkway

The role and function of Congress Parkway is changing due to the development of student housing at University Center, high levels of market rate residential development in adjacent areas of the South Loop, and expanding office functions in the area associated with the financial industry and government services. Congress Parkway needs to be upgraded to accommodate high levels of pedestrian mobility while also maintaining its role as a key east/west vehicular arterial. Development proposals for areas immediately south of Congress along the Chicago River will further increase pedestrian traffic.

Urban design recommendations for this corridor include the following (see Figure CL-2 below):

- Congress Parkway streetscape enhancements should include strategies to buffer pedestrians from vehicular traffic and provide safer intersection crossing conditions.
- Specialized lighting improvements should enhance the nighttime pedestrian environment through this corridor.
- A new gateway feature should be added for travelers entering or exiting the Loop business district at Grant Park.

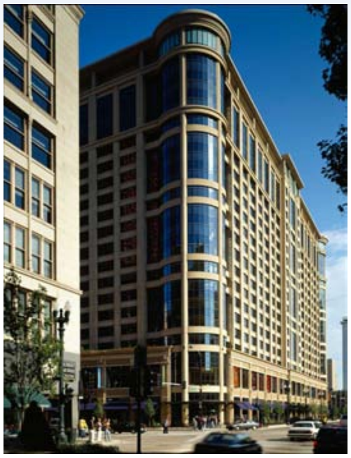
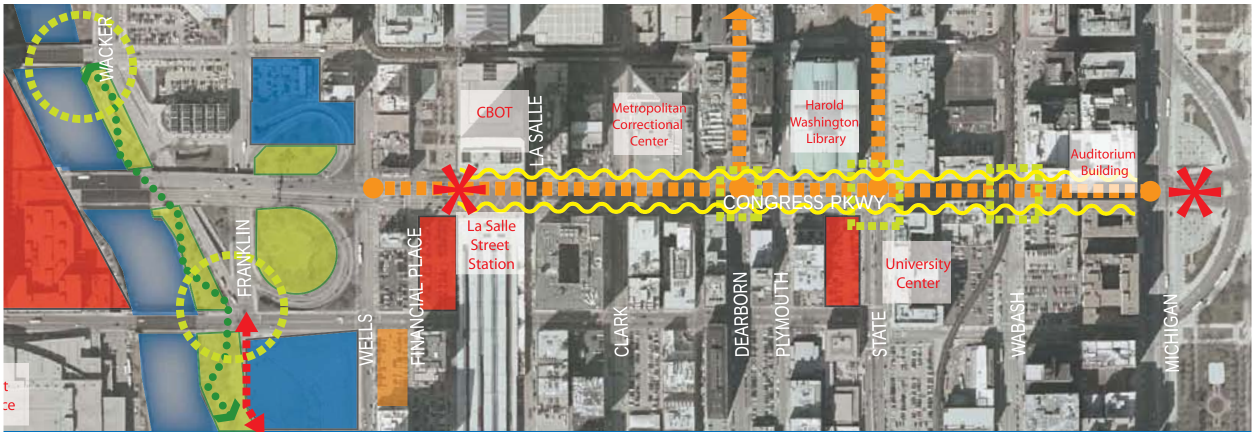


Image CL-9: The new University Center has increased pedestrian activity along Congress Parkway.

Figure CL-2: Congress Parkway Urban Design Recommendations


Improved Streetscape
Approved Developments
New Developments
Opportunity Sites
Open Space
Gateway Features
Riverfront Path
ROW Alignment
Pedestrian Connection
Lighting Enhancements
WACKER
CBOT
LA SALLE
Metropolitan Correctional Center
Harold Washington Library
Auditorium Building
CONGRESS PKWY
FRANKLIN
La Salle Street Station
University Center
WELLS
FINANCIAL PLACE
CLARK
DEARBORN
PLYMOUTH
STATE
WABASH
MICHIGAN

CENTRAL LOOP

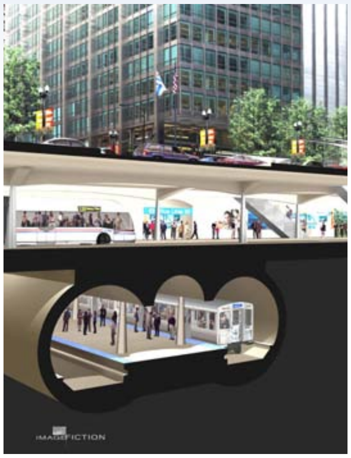


Image CL-10: The East-West Transitway beneath Monroe would allow for faster trips across the Central Loop.

Image CL-11: The Washington-Wabash Elevated station would replace two existing stations.

Image CL-12: A lighting enhancement project along Michigan Avenue will highlight the wall of buildings that frame Grant Park.

Central Loop Projects

(see project map below right)

1. East-West Transitway

This east-west rapid transit route through the Central Loop beneath Monroe Street will enhance access between the West Loop Metra terminals and the employment, entertainment, educational and residential uses throughout the Central Loop. The service will also connect to the Lakefront parks and the planned Lakefront Transitway. Implementation goal: Complete by 2016.

2. CTA Station Modernization

The station modernization program has improved numerous aged stations in the Central Loop. Additional subway and elevated stations in the Central Loop are planned for improvements under this program:

- Madison/Monroe (Red)
- Washington/Dearborn (Blue)
- Washington/Wabash (Loop El)
- State/Lake (Loop Elevated)
- Monroe/Dearborn (Blue)
- LaSalle/Congress (Blue)

A new Washington/Wabash station is envisioned to replace the two existing elevated Loop stations at Randolph and Madison. If possible, funding for both elevated and subway station upgrades should be accelerated. Goal: Complete all by 2020.

3. East Randolph Streetscape

A comprehensive streetscape program is needed to enhance the visual character of Randolph Street east of Michigan Avenue. Enhancement recommendations include establishment of wider sidewalks, new street lighting, landscape, and wayfinding signage (particularly connecting the Loop to Millennium and Grant Parks). Goal: Complete all by 2012.

4. Congress Parkway Streetscape

The streetscape project on Congress (currently being designed) will improve the pedestrian environment in the important east-west thoroughfare along the south edge of the Central Loop. Congress connects Grant Park, a concentration of universities, new residential developments in the vicinity and Metra's LaSalle Street Station. Streetscape elements include trees, planted medians, new lighting fixtures, improved crosswalks and specialized light displays. Goal: Complete by 2012.

5. Wacker Drive Reconstruction

The reconstruction of the north/south segment of Wacker Drive south of Lake Street would improve traffic operations, pedestrian amenities, and aesthetics in an active office development corridor. This project would continue the work completed along the east-west section of Wacker Drive, which added amenities along the Chicago Riverfront. Goal: Complete all by 2012.

6. Bicycle Lanes & Markings

New bicycle lanes are planned for Washington and Madison to complement the existing bicycle lane along Upper Randolph near Millennium Park. Goal: Complete by 2020.

7. Lighting Enhancements

Michigan Avenue should receive top priority for streetscape and lighting enhancement funds and serve as the location for a pilot lighting enhancement project. Additional lighting enhancement projects should follow for key Central Loop corridors including Randolph, Congress Wacker and LaSalle. Goal: Complete by 2016

8. Main Branch & South Branch Riverfront

Riverwalk improvements are envisioned to include a permanent public market (Hyatt area), underbridge connections at Michigan Avenue and Lake Shore Drive, several on-street connections, a dock level riverwalk, green space, and a vertical connection near Van Buren Street. Goal: Complete all by 2016.

CENTRAL LOOP

9. Grant Park & Central Station Railscape

Railscape improvements beginning in Grant Park going south to Museum Park would enhance the visual character of the area and create new park space near Roosevelt. Goal: Complete by 2016.

10. Lakefront Transitway

The Lakefront Transitway would use an existing, improved right-of-way traveling north-south through Grant Park. This transit service would provide a connection to McCormick Place on the south and the Carroll Avenue Transitway on the north. In the Central Loop, the service would provide stops at major streets and connect with the East/West Transitway at Monroe Street. Goal: Complete by 2016.

11. Expand Water Taxi Service

The Central Loop is currently well served by water taxi service, but improvements in coverage and service levels will be needed to support new development activity. Service options from the Central Loop will be expanded along the North and South Branches as developments are added along the River. Goal: Complete by 2016.

12. Pedestrian Bridges over River

Dedicated pedestrian bridges connecting the West Loop to the Central Loop and the Central Loop to Streeterville (over the Chicago River) would ease pedestrian congestion at key points in the area. Goal: Complete by 2020.

13. Pedestrian Connection at Queen's Landing

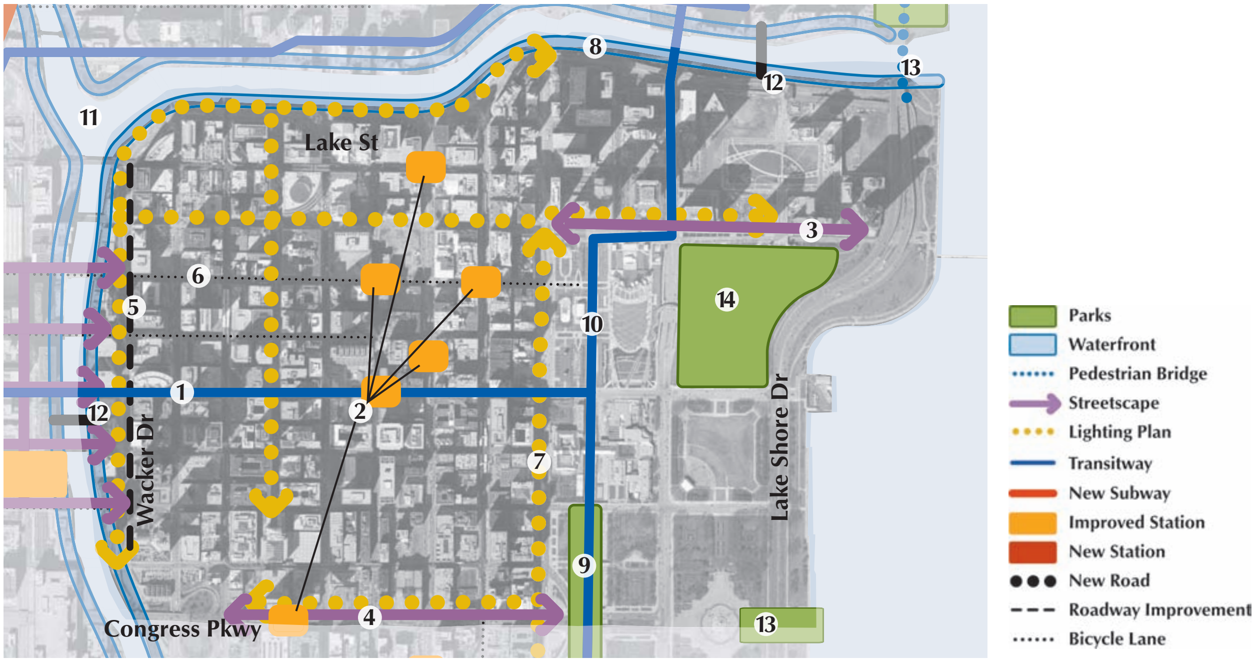
Pedestrian mobility between Buckingham Fountain and the Lake will be restored. An at-grade street crossing is preferred, although a more expensive alternative could be the construction of a grade separated underpass at this location. Goal: Complete by 2012.

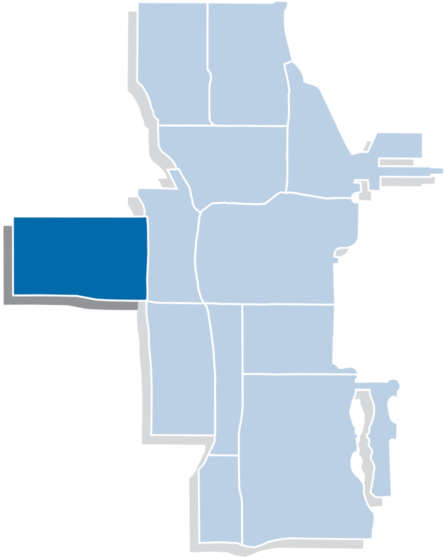
14. Grant Park Improvements North

While the exact scope of this project has not yet been determined, the project will generally include reconstruction of the obsolete Monroe Street Garage and other public amenities associated with the garage structure. Open spaces and park facilities potentially effected by this project include Daley Bicentennial Plaza/Fieldhouse, Cancer Survivors Garden and "Peanut Park." Goal: Complete by 2012.

Image CL-13: Buckingham Fountain is an important Lakefront landmark, and pedestrian access across Lake Shore Drive will be restored.

Figure CL-3: Central Loop Project Map





Near West

Near West is bounded on the north by Lake Street, on the south by the Eisenhower Expressway, on the east by the Kennedy Expressway and on the west by Ashland Avenue. It represents an expansion of the original 2003 Central Area Plan boundaries westward to capture the significant levels of new growth.

Originally an industrial and warehouse district, the Near West now contains a mix of established residential neighborhoods alongside commercial and industrial uses. Two important restaurant districts are located at the eastern and northern edges of the subdistrict: Greektown located along Halsted and "Restaurant Row" along Randolph. The United Center, the city's largest indoor athletic and performance venue, lies just beyond the western boundary

NEAR WEST

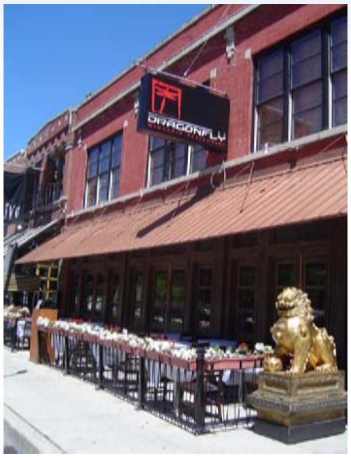


Image NW-1: The Randolph corridor through the Near West has grown as a popular restaurant district.

Image NW-2: The Near West has recently experienced a surge in mid-rise condominium development.

Image NW-3: Planted medians have improved the street environment along Randolph.

Trends, 2000-2007

The Near West's 2000 population of 4,560 more than doubled by 2007 and reached an estimated 10,175 persons (6.1% of the Central Area's total population). New construction projects have followed pioneering adaptive-reuse residential projects.

While high-rise projects have been constructed along the Kennedy Expressway and Halsted Street, much of the Near West development has been in low-and mid-rise buildings.

New retail development, including a Dominick's Foods store in Greektown, supports the influx of residents.

Forecast, 2008-2020

With few remaining properties that have potential for residential adaptive-reuse, new residential development is occurring primarily on redevelopment sites. The 212-unit Emerald, for example, was recently built on the former site of the Chicago Christian Industrial League, which relocated to new facilities.

Larger Near West projects include VB1224, with 189 adaptive-reuse units, and 901 West Madison, with 148 new-construction units.

Increased demand for housing from the adjacent University of Illinois at Chicago campus and the Illinois Medical District is being met in the Near West with the 142-unit Automatic Lofts targeted to students and a wide range of other proposed residential projects. A retail project that includes a movie theater is proposed for the former Fannie May Candies factory site at 1137 West Jackson.

A new park at Adams and Sangamon Streets is in the design phase. It will address the need for additional recreation and open space.

2020 Vision/Goals

- In the Near West subdistrict, new development will step down in density from the high-density corridors in the West Loop along the Kennedy and Eisenhower expressways. Densities will be higher in the transition areas along Halsted and Van Buren Streets.
- The interior portions of the subdistrict around Madison Street will be medium density and therefore consistent with the area's loft character.
- This district will continue to grow as a community of linked and distinct urban neighborhoods.
- New mixed-use developments will strengthen Madison Street and Halsted Street as the community's retail corridors serving the neighborhood as well as attracting City residents to its unique restaurants and shops.
- Existing industrial properties should be protected, although appropriate transitions to new uses should be allowed.
- The southwest portion of the Near West district around the University of Illinois at Chicago will remain a suitable location for institutional development.
- Public transportation offerings in the district will be improved to include new rail station(s) along existing lines and faster, more direct bus service into the West Loop and Central Loop.
- Pedestrian mobility to the West Loop will be enhanced through targeted improvements to the sidewalk environment of the streets that cross the Kennedy Expressway.

Policies & Actions

Financial / Incentive

- Central West and Near West TIF Districts will provide funding for Near West infrastructure.
- The Greektown Special Service Area (SSA) along Halsted Street should continue to fund sidewalk maintenance and other local projects and activities.

Regulatory

- Current C-zoning has brought ground-level retail but has not encouraged the emergence of a strong retail corridor. Halsted Street has sufficient residential density to support more retail space but flexibility may be needed on other streets.
- Densities should respect and

reflect the current character of the district, with taller buildings located on the east side of the district closer to the Kennedy Expressway and West Loop.

- Industrial retention policies should support existing businesses, although a Planned Manufacturing District (PMD) is not necessary.

Urban Design

Kennedy Corridor

The area along the Kennedy Expressway from Van Buren to Lake Street was studied in order to identify opportunities for pedestrian and vehicular mobility improvements, development considerations for expressway adjacent parcels and potentials for park development.

Urban design recommendations for this corridor include the following (see Figure NW-1 and Figure NW-2):

- Pedestrian safety and comfort enhancements are recommended for the sidewalks along the bridges that span the expressway. Sidewalk widths can be expanded utilizing a cantilever system on existing piers. An expanded sidewalk would provide space for planters with trees or other landscape material to serve as a buffer between pedestrians and automobiles (see discussion of streetscape improvements under Near West Projects).
- Pedestrian crossing of ramp intersections is a key safety concern. Improvements in crosswalk striping and utilization of an audible warning system are potential features warranting further study.
- Landscape enhancements have been installed in several areas along the expressway, particularly at access ramp locations. This program should be continued and expanded.
- Regarding development, a rational massing strategy is identified that would provide visual continuity to expressway adjacent parcels. Recommendations include utilization of parking decks to establish regulating lines along the corridor and step-backs in building mass to frame the corridor.

Near West

The Near West subdistrict is one of the high growth areas within the Central Area. Development has consisted primarily of residential construction in mid-rise buildings and conversion of loft buildings. The Skybridge project is the first high-rise structure west of the Kennedy Expressway in the Central Area.

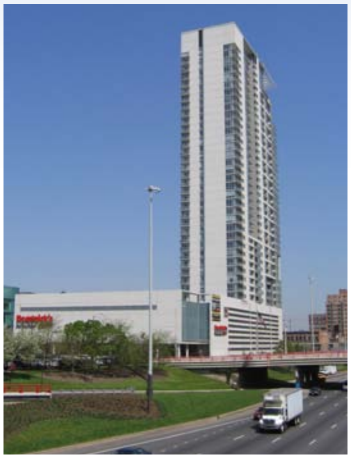
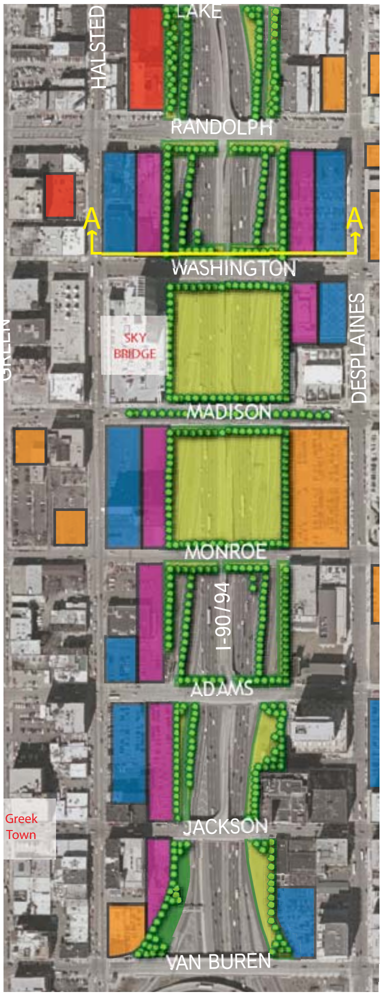


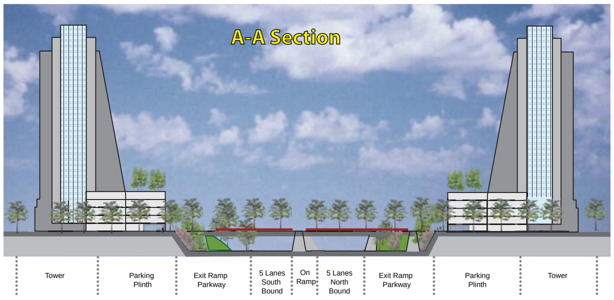
Image NW-4: The Skybridge development is the first skyscraper to be constructed west of the Kennedy Corridor.

Figure NW-2: Kennedy Corridor Urban Design Recommendations



↔ Existing Bike Path
🟥 Pending Developments
🟧 Proposed Developments
🟦 Opportunity Sites
🟩 Landscape Improvements
🟪 Parking Plinth

Figure NW-1: Kennedy Corridor Section Detail



NEAR WEST

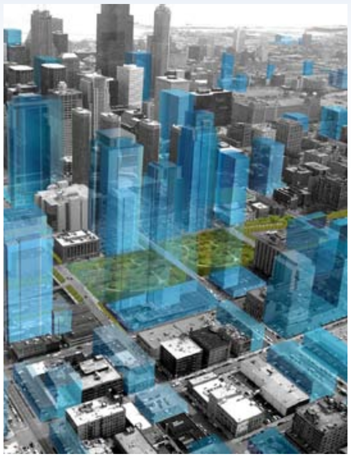


Image NW-5: The capping of the Kennedy Expressway would potentially provide needed open space for the Near West.

Image NW-6: The existing elevated tracks at Lake and Morgan have been identified as the site of a new CTA station.

A mix of office and residential projects are being proposed for the area close to Halsted Street. It is anticipated that taller buildings will be proposed for the subdistrict along the Kennedy Expressway. Taller buildings may also be appropriate on sites along the Eisenhower Expressway on the southern edge of the district and in the heart of the subdistrict as far west as Morgan where a new CTA green line station is proposed.

Near West Projects

(see project map below)

1. CTA Infill Station (Morgan - Green/Pink Line)

An infill station on the elevated Green/Pink Line tracks along Lake Street will improve transit access to and from the Near West, where stations are currently spaced more than one mile apart. Goal: Complete by 2012.

2. Kennedy Corridor Enhancements

Multi-phased I-90/94 Kennedy Corridor enhancements are proposed along the east/west corridors that connect the West Loop and Near West subdistricts. Improvements include pedestrian safety and comfort features and the addition of trees and landscape features along ramp infrastructure. Goal: Complete by 2012.

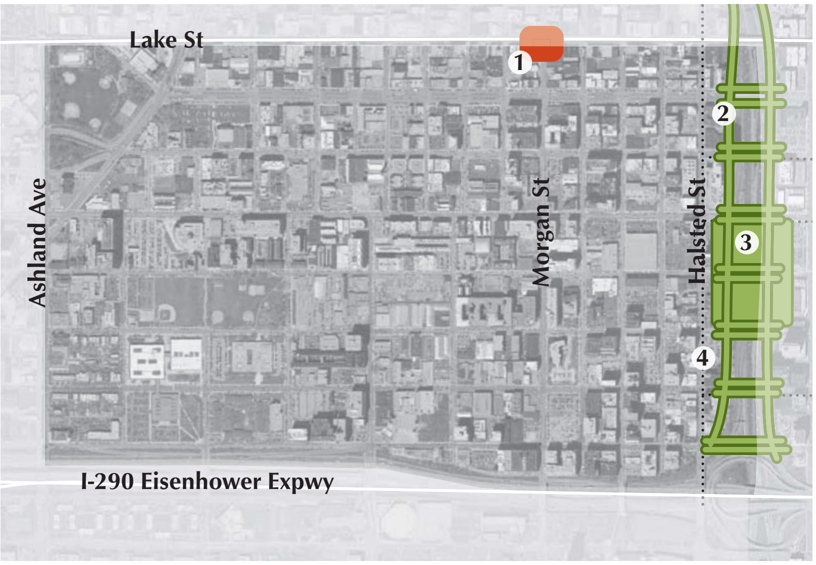
3. Kennedy Corridor Cap

The creation of a major public park over the Kennedy Expressway is proposed for the area between Monroe and Washington Streets. This cap would provide much needed green space to serve office and adjacent residential development, and it would provide improved linkage between the West Loop and Near West subdistricts. Goal: Complete by 2020.

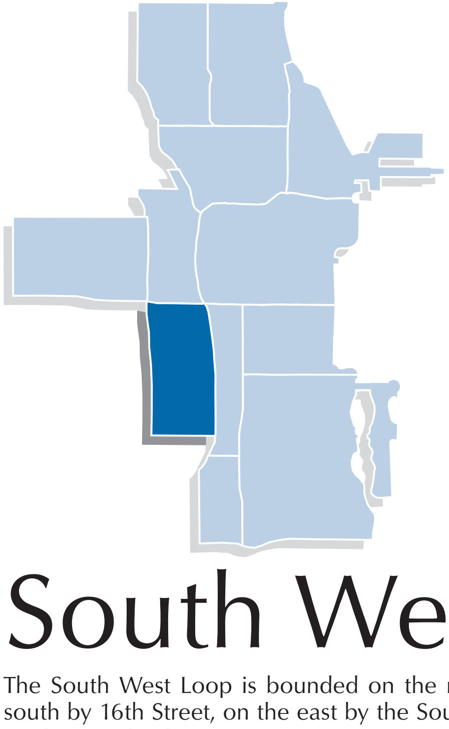
4. Bicycle Lanes & Markings

A new bicycle lane is planned for Halsted and will complement the existing bicycle lanes along Washington and Jackson. Goal: Complete by 2020.

Figure NW-3: Near West Projects



🟩 Parks
▭ Waterfront
······ Pedestrian Bridge
→ Streetscape
•••• Lighting Plan
— Transitway
— New Subway
🟧 Improved Station
🟥 New Station
●●● New Road
– – – Roadway Improvement
······ Bicycle Lane



South West Loop

The South West Loop is bounded on the north by Congress Parkway, on the south by 16th Street, on the east by the South Branch of the Chicago River and on the west by the Dan Ryan Expressway.

The South West Loop contains light industrial and back office/service operation uses, with significant new retail development along the Roosevelt Road corridor. Zoning in the subdistrict is committed to protecting the existing non-residential uses, and as of 2007 fewer than 1,200 people lived in the South West Loop, making it the least populated subdistrict in the Central Area.

SOUTH WEST LOOP

Image SW-1: The new Cook County Family Justice Courthouse.

Image SW-2: Roosevelt west of the River has attracted retailers serving the Central Area's growing residential population.

Maxwell Street Mar

Image SW-3: The Maxwell Street Market will be moving to a new site along Des Plaines Street in the South West Loop.

Trends, 2000-2007

Consistent with the 2003 Central Area Plan, Roosevelt Road has joined Michigan Avenue and State Street as a major retail corridor in the Central Area. Whole Foods, DSW, Home Depot, Best Buy, Panera Bread, and Starbucks are among the new offerings along Roosevelt Road.

These projects have followed in the example of South Loop Marketplace, anchored by a Dominick's grocery store, which opened in 1998 and provided the first new shopping south of Congress Boulevard.

The new Cook County Family Justice Courthouse is an important institutional development located in the South West Loop at Clinton and Harrison Streets.

Forecast, 2008-2020

As of 2008, 550,000 SF of retail is under construction for the South West Loop, with additional projects being planned.

The Maxwell Street market is scheduled to move within the district from Canal Street to DesPlaines Street.

2020 Vision/Goals

- The Roosevelt Road corridor will offer contemporary urban retail serving the residents of surrounding districts, as well as a broader Chicago market.
- Back-office, light industrial and distribution uses will remain as compatible neighbors to the new retailers and as providers of critical services to the Downtown business district.
- While active rail yards along the River will continue to be a predominant land use, rail-adjacent parcels are likely to be part of new development projects.
- The South West Loop will be better connected to the Central Loop, River South and Near South by street and pedestrian connections that cross the South Branch of the River at several locations.
- Public transportation in the South West Loop will be improved to include new rail station(s) along Clinton Street that provide direct service into the West Loop.

Policies & Actions

Financial / Incentive

- The Jefferson/Roosevelt TIF and Roosevelt/Canal TIF funds should continue to make a priority of additional River crossings and extension of the grid system.

Regulatory

- Current zoning in South West Loop does not allow residential developments and permits greater density than typical uses require. Up-zoning could be incorrectly perceived as future willingness to allow office and residential uses that are not permitted and would not be desirable.

SOUTH WEST LOOP

Urban Design

Signature Street – Congress Parkway

The role and function of Congress Parkway is changing due to the development of student housing at University Center, high levels of market rate residential development in adjacent areas of the South Loop, and expanding office functions in the area associated with the financial industry and government services. Congress Parkway is transforming from a predominantly auto-oriented function to one that must accommodate high levels of pedestrian mobility. Development proposals for areas immediately south of Congress along the Chicago River will further increase pedestrian traffic.

Urban design recommendations for this corridor include the following (see Figure SW-1 below):

- Congress Parkway streetscape enhancements should include strategies to buffer pedestrians from vehicular traffic and provide safer intersection crossing conditions.
- New street lights, landscape, focal point features and wayfinding signage should be incorporated.

Signature Street – Roosevelt

Roosevelt Road is undergoing massive change as a subregional shopping anchor for Chicago's South Side. High levels of residential development in the South Loop and Near South, as well as new retail development west of the Chicago River in the South West Loop, have resulted in increased vehicular, bicycle and pedestrian foot traffic within this corridor.

The visual character of Roosevelt is appealing as the result of high levels of investment by the city in the bridge design and associated streetscape.

Urban design recommendations for this corridor include the following (see Figure SW-2 below):

- Focus on the pedestrian orientation of new commercial development along Roosevelt, as well as pedestrian access from Roosevelt into development sites immediately north and south of the corridor.
- Wide sidewalks and bike lanes that connect to Roosevelt should be incorporated into each development scheme.

Figure SW-1: Congress Parkway Urban Design Recommendations

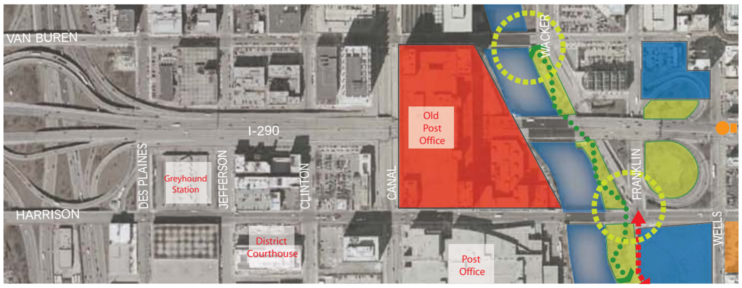
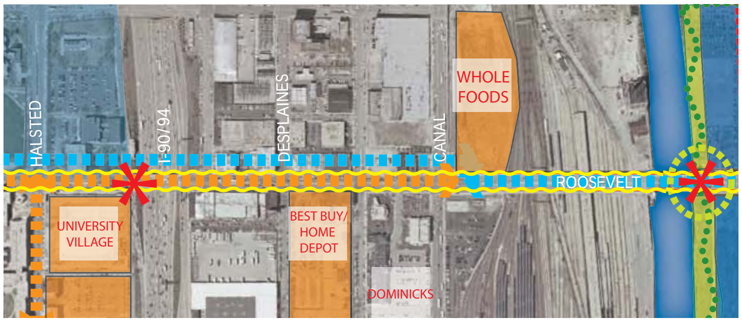


Figure SW-2: Roosevelt Road Urban Design Recommendations



- ⋯ Improved Streetscape
- 🟥 Approved Developments
- 🟧 New Develpments
- 🟦 Opportunity Sites
- 🟩 Open Space
- ▨ Marina
- ✱ Gateway Features
- 〰 Lighting Enhancement
- ⋯ Riverfront Path
- ⋯ ROW Alignment
- ⋯ Pedestrian Connection
- ⋯ Existing Bike Path

Image SW-4: Congress Parkway provides western access into the Central Area through the Old Post Office, which is proposed for mixed-use redevelopment as pictured.

Image SW-5: The cluster of retail along Roosevelt is expected to grow, and sites should be developed to accommodate safe pedestrian access and circulation.

SOUTH WEST LOOP

Image SW-6: The rail tracks and yards that cover much of the South West Loop and feed into Chicago Union Station.

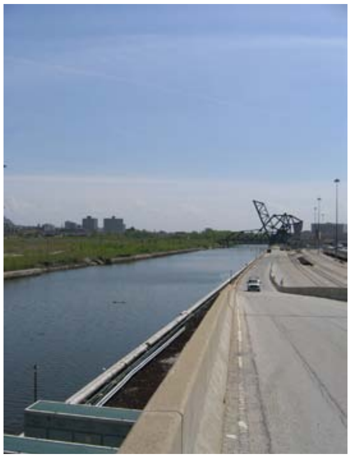


Image SW-7: The River edge through the South West Loop will be improved aesthetically, but pedestrian access will be discouraged.

South West Loop Projects

(see project map below)

1. South Branch Bridges

Along the River on the south side of the Central Area, the street grid is interrupted. As development continues in River South and the South West Loop, east-west connections at Polk, Taylor and/or 16th Street may be needed. Initial progress has been made on the Taylor Street Bridge in the form of a bridge approach east of Canal Street. Goal: Complete Taylor by 2016, with additional bridges at Polk or 16th completed by 2020.

2. Bicycle Lanes & Markings

A new bicycle lane is planned for Taylor Street, with extensions of existing bicycle lanes along Clinton and Canal. Goal: Complete by 2020.

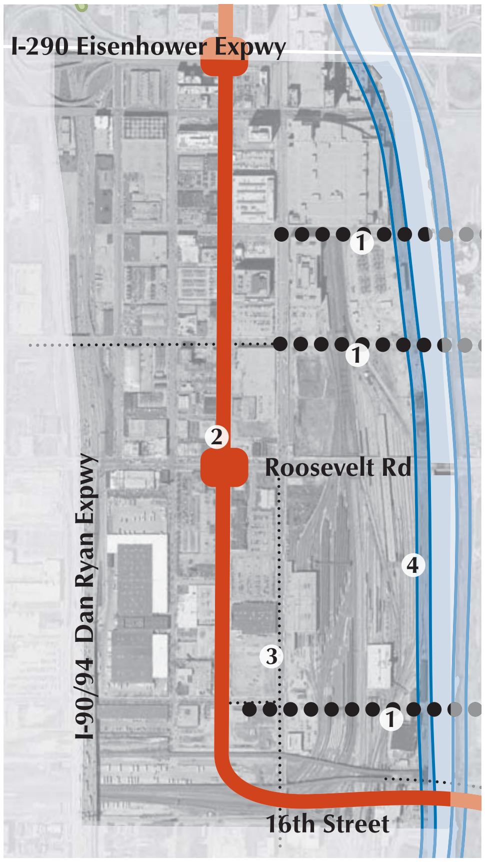
3. Clinton Subway

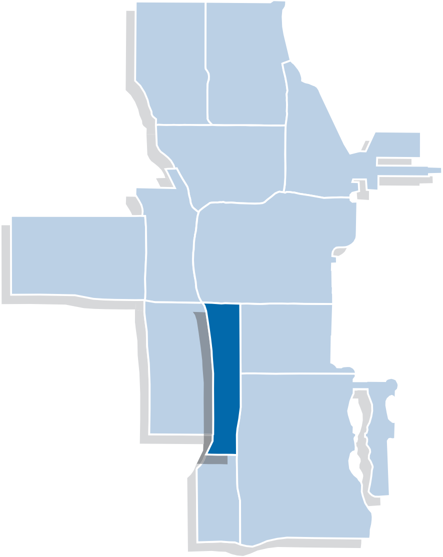
In the South West Loop, the Clinton subway line would generally be located beneath Clinton Street, with a potential station located on Roosevelt. Goal: Complete by 2020.

4. South Branch Riverfront

In the South West Loop, the western riverbank should be enhanced visually, though pedestrian access will not be encouraged. Goal: Complete by 2020.

Figure SW-3: South West Loop Project Map


I-290 Eisenhower Expwy
1
1
2
Roosevelt Rd
I-90/94 Dan Ryan Expwy
4
3
1
16th Street
🟩 Parks
▭ Waterfront
······ Pedestrian Bridge
→ Streetscape
···· Lighting Plan
— Transitway
— New Subway
🟧 Improved Station
🟥 New Station
●●● New Road
- - - Roadway Improvement
······ Bicycle Lane



River South

River South is bounded on the north by Congress Parkway, on the south by 18th Street, on the east by Clark Street and on the west by the South Branch of the Chicago River.

This area was formerly a freight railroad corridor, and currently contains large tracts of vacant land targeted for residential and mixed-use redevelopment. River South contains three major planned developments (PDs): 62-acre Riverside Park, 22-acre LaSalle Park and 8-acre Franklin Point. The Roosevelt Road retail corridor runs through the district.

RIVER SOUTH

Image RS-1: River South contains the largest collection of large undeveloped parcels in the Central Area, including some near the south edge of the Loop.

Image RS-2: The new Target store at Clark is part of the developing Roosevelt Road retail corridor.

Image RS-3: The major existing residential concentration in River South is contained within River City, along the South Branch.

Trends, 2000-2007

The first phase of the LaSalle Park planned development (PD) was the Target store at Roosevelt and Clark, which opened in 2005. This 130,000-SF store is an anchor to the emerging Roosevelt Road retail corridor.

No residential developments have been completed since 2000, keeping the population of River South at nearly 2,000 residents. New developments included the 233-unit Vetro located on South Wells and Amli 900 with 440 rental apartments.

Forecast, 2008-2020

The Roosevelt Collection, a mixed-use development within the LaSalle Park planned development, is under construction and will include 420,000 SF of retail, 600 condominiums, a 4,200-seat cinema and a three-acre park.

With a change in ownership of the Riverside Park property, plans for 3,500 residential units and 650,000 SF of retail and commercial space are on hold. Franklin Point also changed ownership and awaits a new plan.

Development of the existing PDs, which require major infrastructure improvements, is likely to continue through 2020. While large PDs cover most of River South, some additional sites remain.

2020 Vision/Goals

- The area along the east bank of the South Branch of the Chicago River will undergo a dramatic transformation, as residential and retail developments replace former rail yards.
- River South will become a transportation, recreational and open space amenity for the Central Area, providing a Riverfront link between the Central Loop and Chinatown.
- River South will play an important role in the continued development of Roosevelt Road as a major retail corridor.
- The street grid network will be introduced to River South, including roadway connections west across the River and south to the Expressway.

Policies & Actions

Financial / Incentive

- The River South TIF has already funded major infrastructure work, providing a good example of directed infrastructure investments.
- TIF revenues should continue to be used toward the other capital projects that are in planning or design stages.

Regulatory

- Existing zoning in River South is appropriate.

Urban Design

Franklin Point

Franklin Point is the area immediately south of Congress Parkway along the east bank of the Chicago River. This area will likely undergo significant change in the near future linked to the CBOT/CME merger, and the plan to office at the current Board of Trade location just north of Congress Parkway. Large development sites exist that are suitable for mixed-use, residential development.

The Wells-Wentworth Connector will link Wells Street north of Polk Street to the Dan Ryan Expressway south of Cermak Road, providing an alternative route into and out of Downtown. This road, in addition to opportunities to bridge the Chicago River at Taylor and Polk Streets, subdivides large parcels into an orderly set of development parcels and provides a grid system to enhance mobility in this area.

RIVER SOUTH

Urban design recommendations for this area include the following (see *Figure RS-1* at right):

- New development with river frontage must be designed to establish a visually interesting and pedestrian-friendly environment along the Chicago River.
- In addition to the 30-foot minimum setback requirement, development should incorporate larger areas of open space with passive recreational uses and destination development such as restaurants and taverns.
- Public access to the riverfront should be guaranteed and new development should include pedestrian connections to riverfront features on adjacent properties.

Signature Street – Congress Parkway

The role and function of Congress Parkway is changing due to the development of student housing at University Center, high levels of residential development in adjacent areas of the South Loop, and expanding office functions in the area associated with the financial industry and government services. Congress Parkway needs to be upgraded to accommodate pedestrian mobility while maintaining its role as a key east-west vehicle arterial.

Urban design recommendations for this corridor include the following (see Figure RS-2 below):

- Congress Parkway streetscape enhancements should include strategies to buffer pedestrians from vehicular traffic and provide safer intersection crossing conditions.
- New street lights, landscape, focal point features and wayfinding signage should be incorporated.

Signature Street – Roosevelt

Roosevelt Road is undergoing massive change as a subregional shopping anchor for Chicago's South Side. High levels of residential development in the South Loop and Near South, and new retail development west of the Chicago River in the South West Loop are resulting in increased vehicular, bicycle and pedestrian foot traffic within this corridor.

The visual character of Roosevelt is appealing as the result of high levels of investment by the city in the bridge design and associated streetscape.

Urban design recommendations for this corridor include the following (see Figure RS-1 at right):

- New commercial development along Roosevelt should feature a pedestrian orientation, and pedestrian access should be considered from Roosevelt into development sites immediately north and south of the corridor.
- Wide sidewalks and bike lanes that connect to Roosevelt should be incorporated into each development scheme.

Figure RS-1: Franklin Point and Roosevelt Road Recommendations

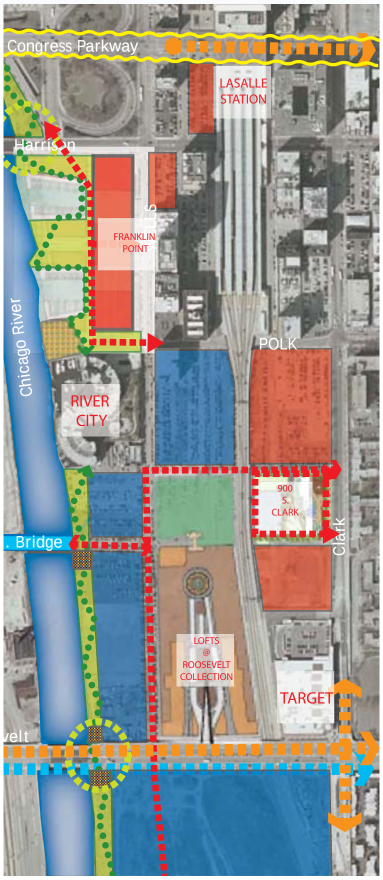
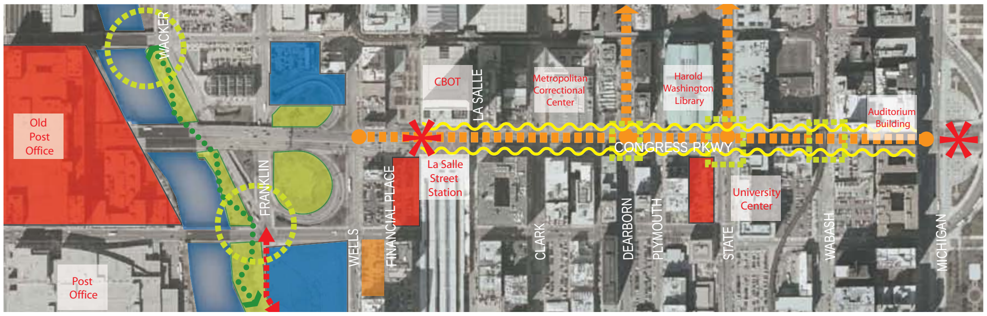
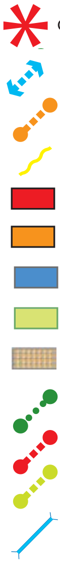

Congress Parkway
LASALLE STATION
Harrison
FRANKLIN POINT
Chicago River
POLK
RIVER CITY
900 S. CLARK
Bridge
Clark
LOFTS @ ROOSEVELT COLLECTION
TARGET
velt

Figure RS-2: Congress Parkway Urban Design Recommendations


WACKER
Old Post Office
FRANKLIN
Post Office
CBOT
LA SALLE
Metropolitan Correctional Center
Harold Washington Library
Auditorium Building
CONGRESS PKWY
La Salle Street Station
University Center
WELLS
FINANCIAL PLACE
CLARK
DEARBORN
PLYMOUTH
STATE
WABASH
MICHIGAN


Gateway Features
Existing Bike Path
Improved Streetscape
Lighting Enhancements
Approved Developments
New Developments
Opportunity Sites
Open Space
Urbanized Plaza Space
Riverfront Path
ROW Alignment
Pedestrian Connections
New Bridge

RIVER SOUTH

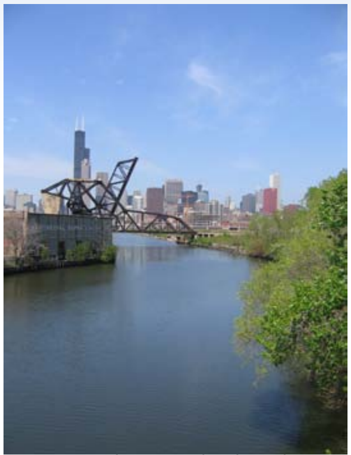
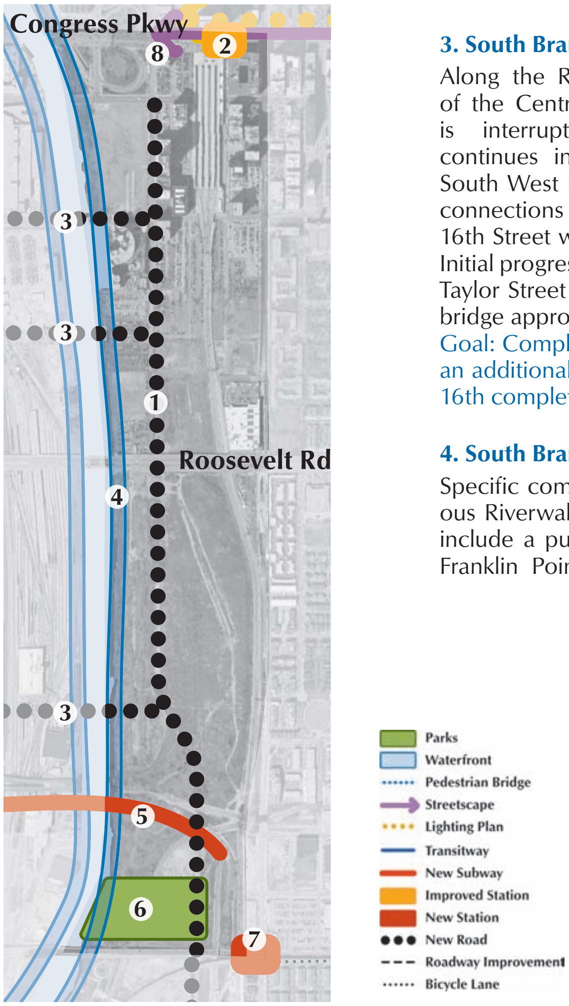


Image RS-4: The River edge through River South offers numerous opportunities to extend the Riverfront open space system.

Figure RS-3: River South Project Map



River South Projects

(see project map below left)

1. Wells-Wentworth Connector

The Wells-Wentworth connector creates a north-south arterial through River South and Chinatown to connect the areas along the South Branch of the River to the Central Loop. In Chinatown, the southern end of this new arterial will provide access to the Dan Ryan Expressway. Goal: Complete first phase (Harrison to 18th Street) by 2012, with continuation south to Cermak by 2016.

2. CTA Station Modernization (LaSalle/Congress - Blue)

The LaSalle/Congress (Blue Line) Station located at the northern edge of River South is scheduled for upgrades. Goal: Complete LaSalle/Congress modernization by 2020.

3. South Branch Bridges

Along the River on the south side of the Central Area, the street grid is interrupted. As development continues in River South and the South West Loop, creating east-west connections at Polk, Taylor and/or 16th Street will improve accessibility. Initial progress has been made on the Taylor Street Bridge, in the form of a bridge approach east of Canal Street. Goal: Complete Taylor by 2016, with an additional bridge at either Polk or 16th completed by 2020.

4. South Branch Riverfront

Specific components of the continuous Riverwalk system in River South include a public park as part of the Franklin Point development, pedestrian crossings at Taylor and Polk Streets and visual enhancement of the western riverbank. Goal: Complete by 2020.

5. Clinton Subway

The Clinton Street Subway would join the Red Line north of the current Chinatown-Cermak Station. Goal: Complete by 2020.

6. Ping Tom Park Phase II

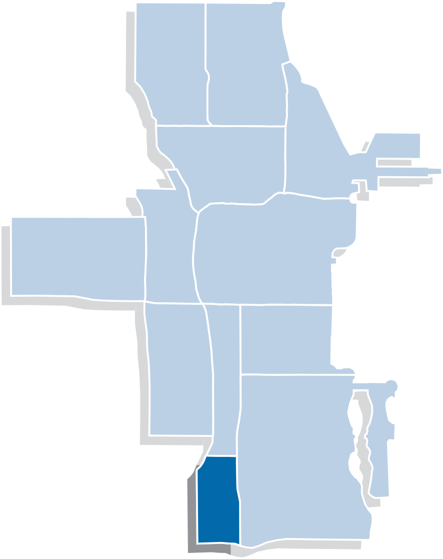
Ping Tom Park is located at 19th Street and the Chicago River. As one of the largest neighborhood parks in the City of Chicago, Ping Tom Park may also be an ideal location for cultural, educational and other public facilities. Goal: Complete by 2016.

7. CTA Infill Station Clark/18th - Orange)

An infill station on the elevated Orange Line tracks would improve access to the Central Loop and Midway Airport from the Near South and Chinatown. Currently, Orange Line stations are located more than two miles apart at Roosevelt and Halsted. This station may also be an element of the CTA Circle Line project. Goal: Complete by 2020.

8. Congress Parkway Streetscape

The streetscape project on Congress will improve the pedestrian environment in the important east-west thoroughfare along the north edge of River South. A streetscaping project (currently under design) would include trees, planted medians, new lighting fixtures, improved crosswalks and bicycle signage extending from Michigan Avenue to Wells Street. Goal: Complete by 2012.



Chinatown

Chinatown is bounded on the north by 18th Street, on the south by the Stevenson Expressway, on the east by Clark Street and on the west by the South Branch of the Chicago River and Stewart Avenue.

This area is a stable mix of residential, retail, and some light industrial uses. The residential population in this subdistrict is almost exclusively Chinese-American, and the accompanying collection of authentic Chinese stores and restaurants has become a major tourist attraction in the Central Area and destination for Chicago residents.

CHINATOWN

Image CT-1: The Chinese-American Service League building is a new landmark in the neighborhood.

Image CT-2: New residential development in Chinatown has typically been in the form of townhomes or low-rise condominiums.

Image CT-3: Chinatown is a unique cultural and tourism resource in the Central Area.

Trends, 2000-2007

Chinatown residents represented about 3.2% of Central Area households in 2007. Between 2000 and 2007, the population grew from 4,434 residents to an estimated 5,305 residents. With the subdistrict largely built out, the Chinese-American community has expanded into neighboring communities to the south and west.

The first phase of Ping Tom Park added an important open space and recreational amenity for Chinatown residents and visitors. The Chinese-American Service League building and Chinese-American Museum are development highlights of recent years.

Forecast, 2008-2020

A new hotel announced for a site at Clark and Archer will support commercial and tourism development.

However, with limited infill development sites and lower allowable densities, small-scale residential redevelopment will continue to be the primary development activity in Chinatown.

2020 Vision/Goals

- Chinatown will thrive as a distinct residential community and visitor destination.
- The developing Cermak corridor will connect Chinatown residents with the Lakefront and link visitors from McCormick Place and Motor Row to Chinatown to patronize its shops and restaurants.
- Development will include mid-density housing, hotels and ground-floor retail.
- The district will continue to accommodate small-scale industrial and commercial uses.

Policies & Actions

Financial / Incentives

- The Chinatown Basin and Archer Courts TIFs, as well as portions of the River South and 24th/Michigan TIFs, fall within Chinatown and may provide funding for development projects, streetscapes, and park improvements.
- The City should promote Small Business Improvement Funds (SBIF) in the Chinatown Basin TIF District, in support of the district's many small-business entrepreneurs.

Urban Design

Signature Street – Cermak Road

Cermak is an important street that anchors McCormick Place and Motor Row within the Near South and also provides the primary east-west connection between Chinatown and the Lakefront.

Recent streetscape enhancements have improved the visual appeal of this corridor, but additional urban design recommendations include (see Figure CT-1 below):

- New buildings should be oriented towards Cermak in order to establish a pleasant streetwall for pedestrians.
- Cermak should tie into the charming scale of development and mix of entertainment uses concentrated in Motor Row and Chinatown, as well as areas immediately north along Wabash.

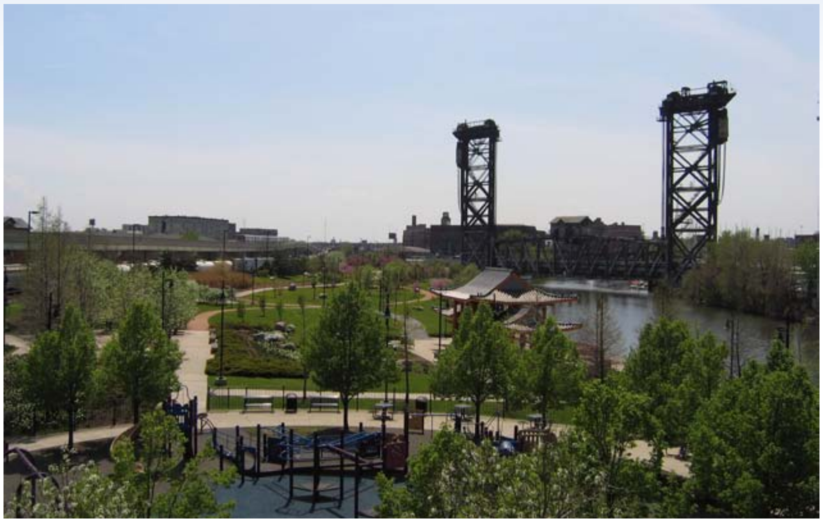
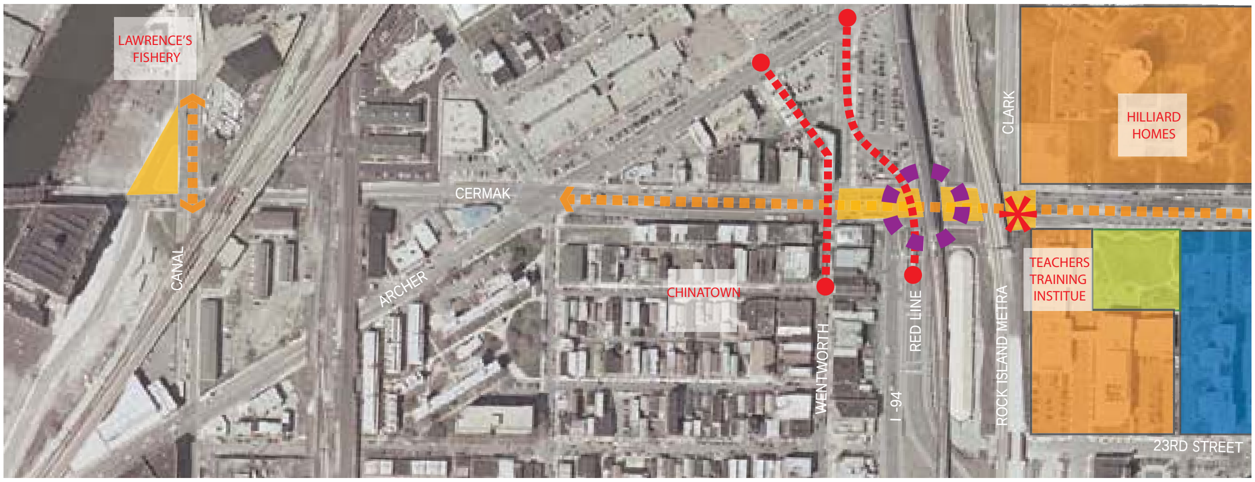


Image CT-4: Ping Tom Park is the focal point of the Riverfront in Chinatown, and improved access to this park should be provided from the neighborhood and along the River.

Figure CT-1: Cermak Road Urban Design Recommendations


Existing Bike Path
Improved Streetscape
Approved Developments
New Developments
Opportunity Sites
Open Space
Intersection improvements
Vehicular Access
Pedestrian Connections
Gateway Intersections
CTA Stops
LAWRENCE'S FISHERY
CERMAK
CANAL
ARCHER
CHINATOWN
WENTWORTH
I -94
RED LINE
ROCK ISLAND METRA
CLARK
HILLIARD HOMES
TEACHERS TRAINING INSTITUE
23RD STREET

CHINATOWN

Image CT-5: Cermak Road is a busy pedestrian street and the streetscape should provide a safe and walkable environment.

Image CT-6: Access to Chinatown by auto will be improved by the Wells-Wentworth Connector.

Image CT-7: Pedestrian and bicycle safety need to be prioritized in this popular tourism district.

Chinatown Projects

(see project map below)

1. Wells-Wentworth Connector

The Wells-Wentworth connector creates a north-south arterial through River South and Chinatown to connect the areas along the South Branch of the River to the Central Loop. In Chinatown, the southern end of this new arterial would provide access to the Dan Ryan Expressway entrance and exit ramps. Goal: Complete by 2016.

2. CTA Infill Station Clark/18th - Orange)

An infill station on the elevated Orange Line tracks would improve access to the Central Loop and Midway Airport from the Near South and Chinatown. Currently, Orange Line stations are located more than two miles apart at Roosevelt and Halsted.

This station may also be an element of the CTA Circle Line project. Goal: Complete by 2020.

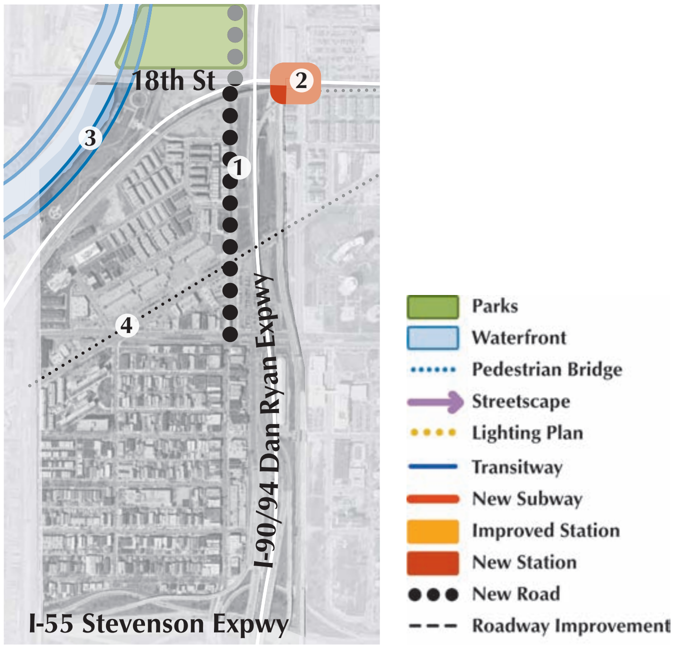
3. South Branch Riverfront

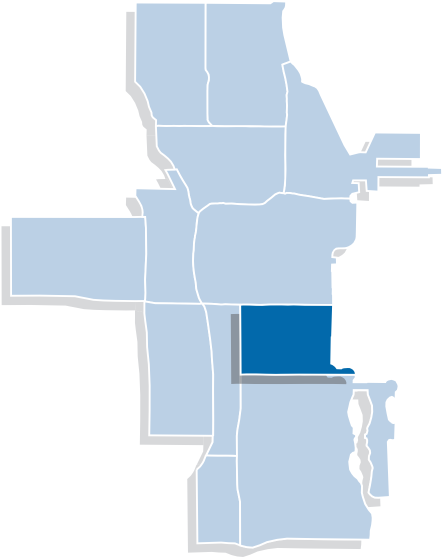
Ping Tom Park has created a destination for the southern end of the Riverwalk. Plans include Ping Tom Park Phase II and visual enhancement of the western riverbank. Goal: Complete by 2020.

4. Bicycle Lanes & Markings

New bicycle lanes are planned for Archer Avenue. Goal: Complete by 2020.

Figure CT-2: Chinatown Project Map


18th St
2
3
1
4
I-90/94 Dan Ryan Expwy
I-55 Stevenson Expwy
Parks
Waterfront
Pedestrian Bridge
Streetscape
Lighting Plan
Transitway
New Subway
Improved Station
New Station
New Road
Roadway Improvement



South Loop

The South Loop planning district is bounded on the north by Congress Parkway, on the south by Roosevelt Road, on the east by Lake Michigan and on the west by Clark Street.

South Loop has a diverse mix of land uses, including retail, institutional and educational developments, residential and parks. Several universities and colleges, with enrollment of 52,000 full- and part-time students, are located just north of the South Loop subdistrict and are now purchasing and developing sites in the South Loop for expansion.

SOUTH LOOP

Image SL-1: University Center provides 1,700 dormitory beds for Columbia College, DePaul University and Roosevelt University.

Image SL-2: The Michigan Avenue Corridor facing Grant Park has seen significant institutional and residential redevelopment.

Image SL-3: Access to the Lakefront has been improved with a Lake Shore Drive underpass at Roosevelt.

Trends, 2000-2007

The population of the subdistrict expanded from 6,219 in 2000 to an estimated 10,067 by 2007.

Educational institutions continued to expand, and new student housing contributed to the distinct character of the South Loop. University Center, completed in 2004, provides 1,700 dormitory beds for Columbia College, DePaul University and Roosevelt University.

A 10-story home for Spertus Institute on Michigan Avenue was completed in 2007. Reopened after a full renovation, the Blackstone Hotel helps meet demand from tourists and McCormick Place visitors.

State Place, a mixed-use project with 243 housing units and 70,000 SF of retail space, was completed at State and Roosevelt.

Larger new-construction residential development projects included the 170-unit Wells Street Tower at 701 South Wells, the 247-unit 1111 South Wabash and the 220-unit Colombian at Roosevelt Road and Michigan Avenue.

Forecast, 2008-2020

Surface parking lots provide most of the opportunities for current and future infill development. Redevelopment sites include 901 South State, 1001 South State, 1140 South Wabash and 830 South Michigan.

Columbia College's expansion plans include adaptive-reuse and new-construction buildings in the South Loop.

Tall residential buildings along and behind Michigan Avenue, such as and 46-story Colombian, will enjoy views of Grant Park and the Lakefront. Smaller infill projects such as the 88-unit Printers Corner on West Polk, are oriented to historic Printers Row.

2020 Vision/Goals

- The South Loop will continue its role as an expansion area for the concentration of high learning institutions in the southwest loop.
- Residential projects, which may include ground-level retail, will take advantage of the diminishing supply of infill opportunity sites.
- Situated between Millennium Park and McCormick Place, South Loop will expand its hotel segment, which is currently anchored by the Chicago Hilton & Towers.

Policies & Actions

Financial / Incentives

- Portions of the River South TIF and Near South TIF fall within the South Loop and can help fund infrastructure and transportation investments.

Development

- As the South Loop builds out, site assembly may be necessary to assist institutional expansion needs.

Regulatory

- The parking policy in the South Loop merits review as surface lots give way to new development. Minimum parking ratios may not be creating enough spaces for visitors and business customers and, therefore, contributing to localized parking shortages and circulation problems.

Urban Design

Signature Street – Congress Parkway

The role and function of Congress Parkway is changing due to the development of student housing at University Center, high levels of residential development in adjacent areas of the South Loop, and expanding office functions in the area associated with the financial industry and government services. Congress Parkway needs to be upgraded to accommodate high levels of pedestrian mobility while also maintaining its role as a key east/west vehicle arterial. Develop-

SOUTH LOOP

ment proposals for areas immediately south of Congress along the Chicago River will further increase pedestrian traffic.

Urban design recommendations for this corridor include the following (see Figure SL-1 below):

- Congress Parkway streetscape enhancements should include strategies to buffer pedestrians from vehicular traffic and provide safer intersection crossing conditions.
- New street lights, landscape, focal point features and way-finding signage should be incorporated.

Signature Street – Roosevelt

Roosevelt Road is undergoing massive change as a subregional shopping anchor for Chicago's South Side. High levels of residential development in the South Loop and Near South, and high levels of new retail development west of the Chicago River in the South West Loop, are resulting in increased vehicular, bicycle and pedestrian foot traffic within this corridor.

The visual character of Roosevelt is good as the result of high levels of investment by the city in the bridge design and associated streetscape.

Urban design recommendations for this corridor include the following (see Figure SL-2 below):

- Focus on the pedestrian orientation of new commercial development along Roosevelt as well as pedestrian access from Roosevelt into development sites immediately north and south of the corridor.
- Wide sidewalks and bike lanes that connect to Roosevelt should be incorporated into each development scheme.

Image SL-4: Roosevelt Road has recently seen streetscape investments.

Figure SL-1: Congress Parkway Urban Design Recommendations

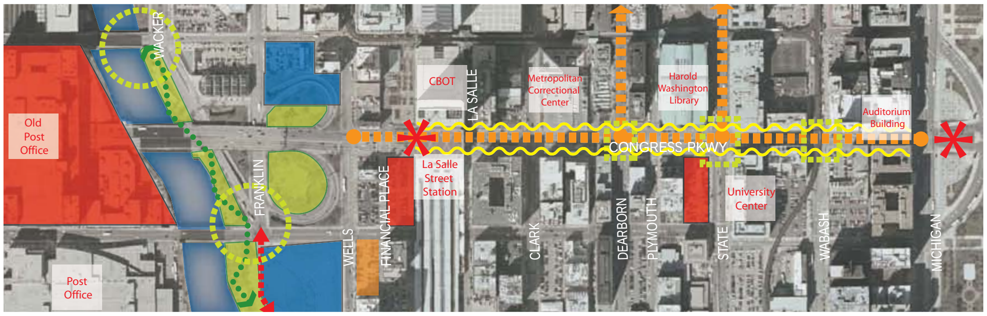
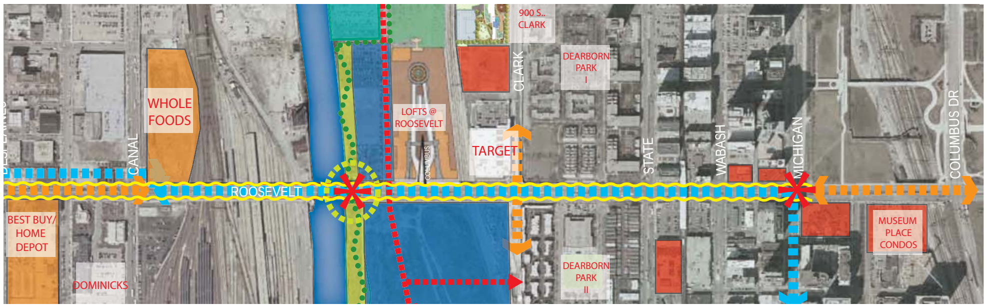

WACKER
Old Post Office
FRANKLIN
Post Office
WELLS
FINANCIAL PLACE
La Salle Street Station
CBOT
LA SALLE
CLARK
Metropolitan Correctional Center
CONGRESS PKWY
DEARBORN
PLYMOUTH
Harold Washington Library
STATE
University Center
WABASH
Auditorium Building
MICHIGAN

Figure SL-2: Roosevelt Road Urban Design Recommendations


DES PLAINES
CANAL
WHOLE FOODS
BEST BUY/ HOME DEPOT
DOMINICKS
ROOSEVELT
LOFTS @ ROOSEVELT
TARGET
900 S. CLARK
CLARK
DEARBORN PARK I
DEARBORN PARK II
STATE
WABASH
MICHIGAN
MUSEUM PLACE CONDOS
COLUMBUS DR

- ✳ Gateway Features
- Existing Bike Path
- Improved Streetscape
- Lighting Enhancements
- 🟥 Approved Developments
- 🟧 New Developments
- 🟦 Opportunity Sites
- 🟩 Open Space
- ▨ Urbanized Plaza Space
- Riverfront Path
- ROW Alignment
- Pedestrian Connections
- New Bridge

SOUTH LOOP

Image SL-5: An existing busway through Grant Park will be utilized for express transit service along the Lakefront.

Image SL-6: The railscape through Grant Park will be enhanced visually.

South Loop Projects

(see project map below)

1. Grant Park and Central Station Railscape

Railscape improvements beginning in Grant Park going south to Museum Park should be implemented to improve the visual character of the area and create more green space. Goal: Complete by 2016.

2. Lakefront Transitway

Using an existing, improved right-of-way traveling north-south through Grant Park, this transit service would provide a connection between McCormick Place and the Carroll Avenue Transitway in Streeterville. It would also connect at Monroe Street with the East-West Transitway. Goal: Complete by 2016.

3. CTA Station Modernization (Harrison - Red)

The station modernization program has improved numerous key stations in the Central Area. In the South Loop, station upgrades are scheduled for the Harrison Station (Red Line). Goal: Complete by 2012.

4. Bicycle Lanes & Markings

A new bicycle lane is planned along Wabash to connect into an existing lane along Roosevelt. Goal: Complete by 2020.

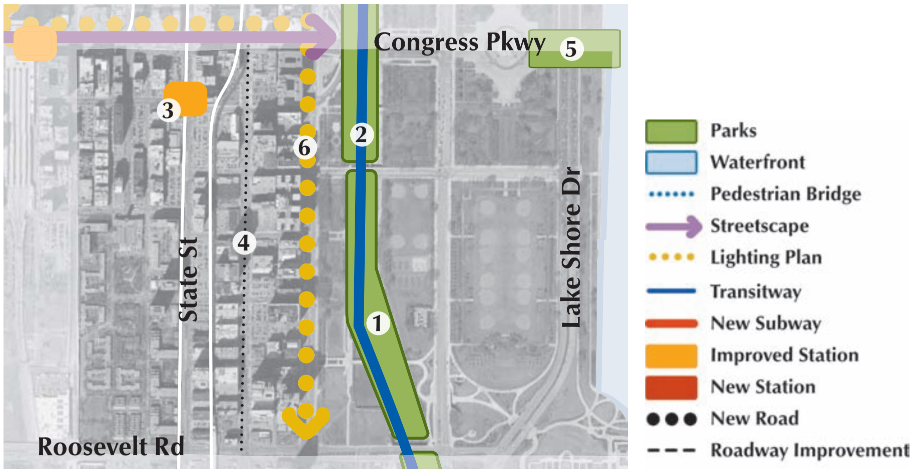
5. Pedestrian Connection at Queen's Landing

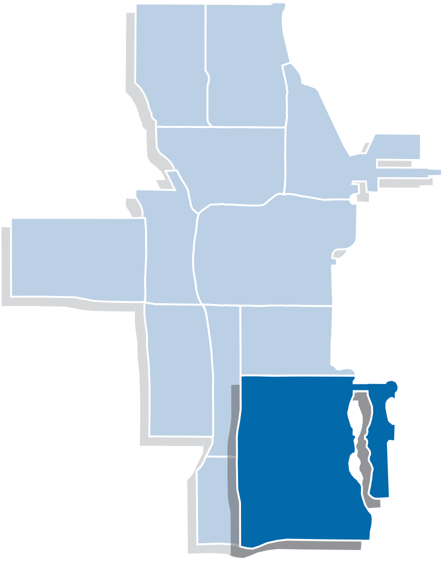
Pedestrian mobility between Buckingham Fountain and the Lake will be restored. An at-grade street crossing is preferred, although a more expensive alternative could be the construction of a grade separated underpass at this location. Goal: Complete by 2012.

6. Lighting Enhancement Projects

Michigan Avenue should receive top priority for streetscape and lighting enhancement funds and serve as the location for a pilot lighting enhancement project. Additional lighting enhancement projects should follow for Congress and LaSalle. Goal: Complete all by 2016

Figure SL-3: South Loop Project Map





Near South

Located at the south end of the Central Area, the Near South planning district is bounded on the north by Roosevelt Road, on the south by the Stevenson Expressway, on the east by Lake Michigan and on the west by Clark Street.

This area is characterized by residential, tourism/hospitality, cultural and open space uses. The eastern portion of the district contains Northerly Island, Soldier Field and the Museum Campus, including the Field Museum of Natural History, the Shedd Aquarium, and the Adler Planetarium. McCormick Place, one of the nation's largest and busiest convention centers is located in the southeast portion of the district.

NEAR SOUTH

Image NS-1: Perspectives Charter school has joined a number of new public and private school options for Central Area residents.

Image NS-2: Residential tower construction has been focused along Michigan Avenue east toward the Lakefront.

Image NS-3: The expansion of McCormick Place has substantially increased Chicago's convention and meeting capacity.

Trends, 2000-2007

Between 2000 and 2007 the Near South district experienced the largest residential growth of any Central Area district with the addition of over 7,300 households. As a result, the Near South currently contains the second largest concentration of households in the Central Area at 12.6%, after Near North. From a 2000 Census population of 8,030, Near South grew to an estimated population of 20,915 in 2007.

Development continued in Central Station, which encompasses 80 acres and reaches south almost to McCormick Place. New infill residential development occurred along Wabash, State, Michigan and Prairie. Helping to maintain diversity in the Near South, CHA's Hilliard Homes has been completely renovated.

A new Jewel grocery store opened in 2001, but, despite retail growth further west on Roosevelt Road, other new retail offerings have been limited to neighborhood-oriented restaurants and shops in new buildings.

The latest expansion of McCormick Place, McCormick Place West, opened in 2007 and substantially increases Chicago's convention and meeting capacity.

Forecast, 2008-2020

With many residential projects in the pipeline, the recent strong growth will continue. Lexington Park on Cermak will add 333 condominium units to the area. Ickes Homes (522 units) is currently providing apartments for residents who have moved from other CHA developments. Plans for this property's future are under consideration.

Columbia Collage will complete its Media Production Center located at 16th and State. New hotels, in addition to the McCormick Place Hyatt expansion and Imperial Hotel at 20th and Clark are also in planning.

Renovation of historic Motor Row supports a new entertainment district in the Near South. A large parcel at 16th and Clark is among the sites that could accommodate much needed neighborhood retail space.

2020 Vision/Goals

- Near South will continue to develop as a mixed-use urban neighborhood containing a diverse blend of residential, retail, commercial, recreational, and institutional uses.
- The Michigan-Wabash-State corridor will continue development of uses that include street-level retail.
- The Museum Campus will provide a regional residential amenity and tourist destination.
- As Motor Row becomes a distinctive retail and entertainment district, it can benefit from improved linkages to McCormick Place and Chinatown.
- The Cermak corridor will emerge as an important east-west connection anchored on the east by McCormick Place and hotels, and on the west by Chinatown and the Chicago River. Mid-density housing and mixed-use developments with ground-floor retail will locate along the corridor.
- New park space will be added to keep pace with the needs of a growing population.
- Transit access will be expanded with a new Green Line station and other transit service upgrades.

Policies & Actions

Financial / Incentive

- The Michigan/Cermak TIF, Calumet/Cermak TIF and portions of the River South, Near South and 24th/Michigan TIFs should help fund infrastructure improvements.
- Continued support by the City is needed for the fledgling entertainment district in Motor Row.

Development

- Consider a new public school to serve growing number of households.

Regulation

- The accessory parking policy in this district merits review; minimum residential parking ratios are not creating enough spaces. The loss of surface parking lots is also contributing to parking shortages or circulation problems.

NEAR SOUTH

Urban Design

McCormick Place/Central Station

Near South is being transformed with the development of large residential projects, conversion of warehouse buildings into condominiums, and opportunities associated with the recent opening of McCormick Place West. The future will include a new generation of development over the railroad air-rights facing the Lake, and new hospitality and commercial development along Cermak Road and in Motor Row.

New development should be oriented toward Cermak as opposed to the traditional development pattern that fronted buildings onto north-south streets. To the extent possible, new developments should incorporate adjacent lots to create larger sites suitable for taller buildings (see Figure NS-1).

Signature Street – Roosevelt Road

Roosevelt Road has changed as a regional shopping anchor. High levels of nearby residential and retail development are resulting in increased vehicular, bicycle, and pedestrian traffic within this corridor.

The visual character of Roosevelt is strong as the result of significant investment by the city in the bridge design and associated streetscape.

Urban design recommendations for this corridor include the following (see Figure NS-2 below):

- Focus on the pedestrian orientation of new development as well as pedestrian access from Roosevelt into development sites immediately north and south of the corridor.
- Wide sidewalks and bike lanes should be incorporated into each development scheme.

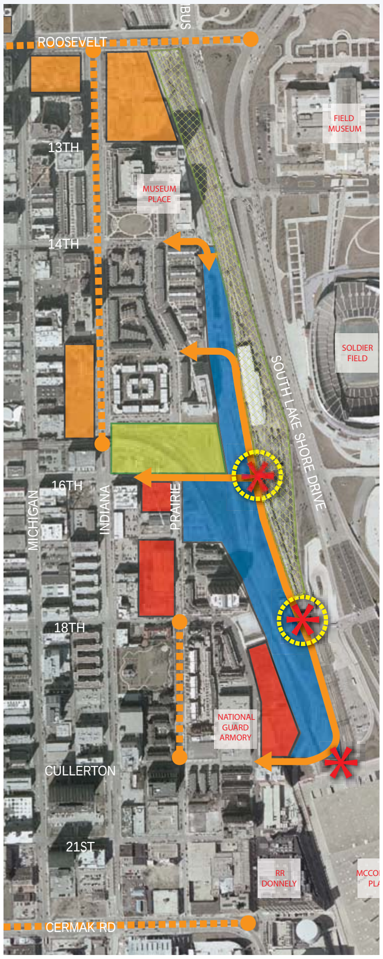
Signature Street – Cermak Road

Cermak exemplifies the important but identity-challenged east-west streets in the Central Area. It connects the lakefront, McCormick Place, Motor Row, and Chinatown.

Recent streetscape enhancements have improved the visual appeal of this corridor, but additional urban design recommendations include (see Figure NS-3 below):

- New buildings should be oriented is towards Cermak in order to establish a pleasant streetwall for pedestrians.
- Cermak should tie into the charming scale of development and mix of entertainment uses concentrated in Motor Row and Chinatown, as well as areas immediately north along Wabash.

Figure NS-1: McCormick Place


ROOSEVELT
BUS
FIELD MUSEUM
13TH
MUSEUM PLACE
14TH
SOLDIER FIELD
SOUTH LAKE SHORE DRIVE
16TH
MICHIGAN
INDIANA
PRAIRIE
18TH
NATIONAL GUARD ARMORY
CULLERTON
21ST
RR DONNELY
MCCO PLA
CERMAK RD

Existing Bike Path
Improved Streetscape
🟥 Approved Developments
🟧 New Developments
🟦 Opportunity Sites
🟩 Open Space
▨ Greenscape Trellis
Vehicular Access Needs
✳ Street View Corridors
○ Grade Separated Crossing
🟨 Intersection improvements
Vehicular Access
Pedestrian Connections
✳ Gateway Intersections
○ CTA Stops

Figure NS-2: Roosevelt Road Urban Design Recommendations

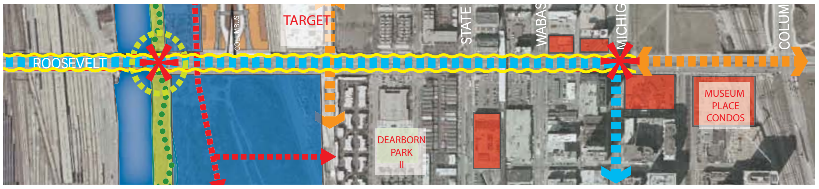
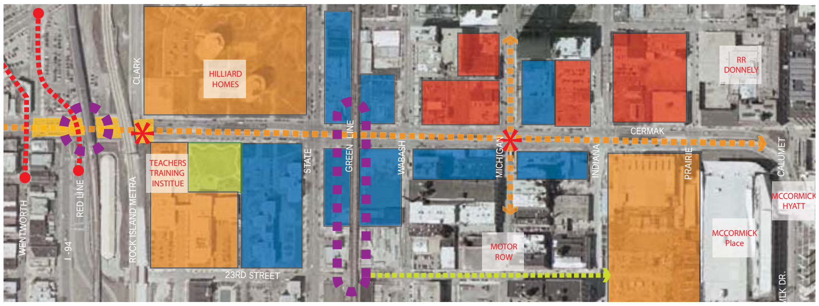

ROOSEVELT
TARGET
STATE
WABASH
MICHIGAN
COLUMBUS
DEARBORN PARK II
MUSEUM PLACE CONDOS

Figure NS-3: Cermak Road Urban Design Recommendations


HILLIARD HOMES
CLARK
RR DONNELY
CERMAK
TEACHERS TRAINING INSTITUE
STATE
GREEN LINE
WABASH
MICHIGAN
INDIANA
PRAIRIE
CALUMET
MCCORMICK HYATT
MCCORMICK Place
MOTOR ROW
WENTWORTH
I - 94
RED LINE
ROCK ISLAND METRA
23RD STREET
MLK DR.

NEAR SOUTH

Image NS-4: The existing railscape south of Roosevelt will be improved visually.

Image NS-5: Northerly Island will be improved as an "outdoor museum" for conservation.

Image NS-6: An existing busway through Grant Park will be utilized for express transit service along the Lakefront.

Near South Projects

(see project map below)

1. Central Station Railscape

Railscape improvements that begin in Grant Park and extend south to the Museum Campus should be implemented to improve the visual character of the area and create more green space. Goal: Complete by 2016.

2. Lakefront Transitway

Using an existing, improved right-of-way that travels north-south through Grant Park, this transit service would provide a connection between McCormick Place and the Carroll Avenue Transitway in Streeterville. It would also connect at Monroe Street with the East-West Transitway. Goal: Complete by 2016.

3. Northerly Island Park Improvements

The design and construction of Northerly Island will be completed. This amenity will serve residents of the Near South area, which is in need of open space, as well as visitors from the City and Region. Design and construction plans, which have not been finalized, envision the park as an "outdoor museum" for environmental conservation and sustainable design. Goal: Complete by 2012.

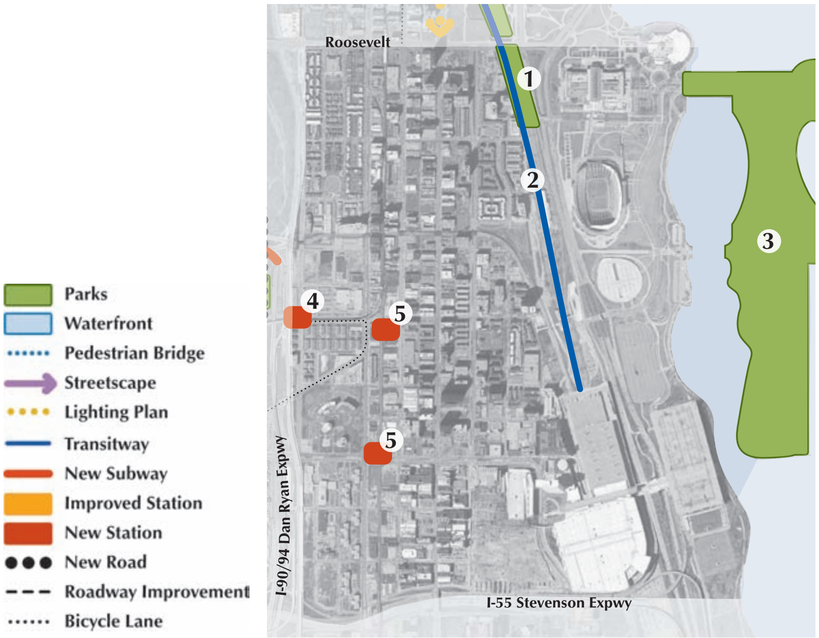
4. CTA Infill Station (Clark/18th - Orange Line)

An infill station on the elevated Orange Line tracks would improve access to the Central Loop and Midway Airport from the Near South and Chinatown. Currently, Orange Line stations are located more than two miles apart at Roosevelt and Halsted. This station may also be an element of the CTA Circle Line project. Goal: Complete by 2020.

5. CTA Infill Station (Cermak or 18th - Green Line)

An infill Green Line station is needed at Cermak. Currently, Green Line stations are located nearly three miles apart at Roosevelt and again at 35th Street-IIT. Goal: Complete by 2016.

Figure NS-3: Near South Project Map



Chapter 4

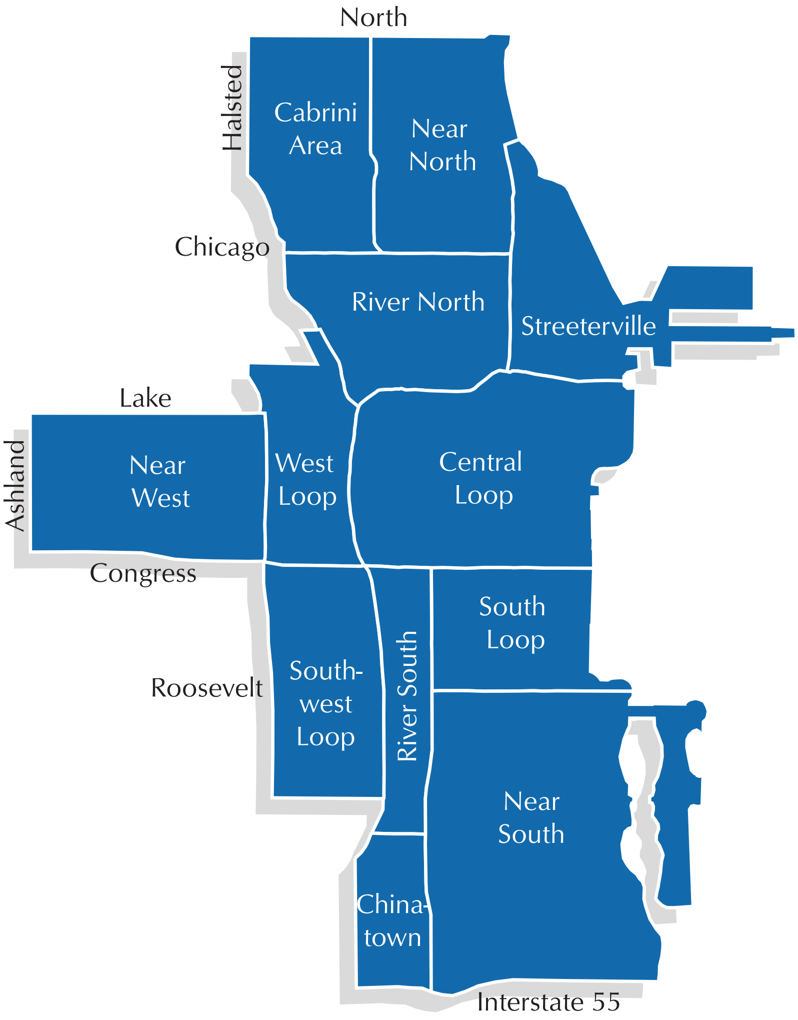
Central Area Planning Subdistricts

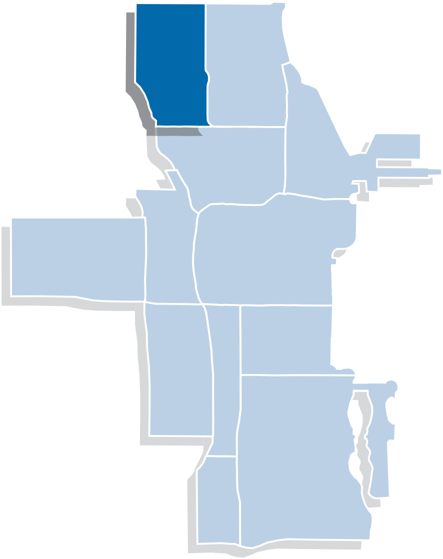
CENTRAL AREA SUBDISTRICTS

The City of Chicago's Department of Zoning and Land Use Planning divides the Central Area into twelve planning subdistricts. In some cases, the policies and projects contained within the Central Area Action Plan are located wholly within one subdistrict — in most cases, they span several subdistricts. For the purposes of presenting a succinct implementation plan, this section describes the key elements of the Plan for each subdistrict.

Each subdistrict report begins with a brief description of the character and ongoing development trends in that subdistrict; followed by a vision and set of goals; and lists of policies, actions and projects to be undertaken by the City between 2008 and 2020. Each section forms the basis for future planning and development in that particular portion of the Central Area.

Figure 4-1: Central Area Planning Subdistricts


North
Halsted
Cabrini Area
Near North
Chicago
River North
Streeterville
Lake
Ashland
Near West
West Loop
Central Loop
Congress
South Loop
Roosevelt
South-west Loop
River South
Near South
China-town
Interstate 55



Cabrini Area

Cabrini Area is located in the northwest corner of the Central Area and bounded on the north by North Avenue, on the south by Chicago Avenue, on the east by Orleans Street, and on the west by Halsted Street (north of Division) and the North Branch of the Chicago River (south of Division).

Cabrini-Green, one of the largest public housing developments in Chicago, has dominated the area for decades. Demolition of public housing high-rises began in 1995, followed by new developments including replacement housing for Cabrini-Green residents alongside market-rate and affordable housing. Commercial redevelopment includes Old Town Square, a grocery-anchored shopping center that demonstrates the viability of the Cabrini Area for retailers serving households with a broad range of incomes.

CABRINI AREA

Image CA-1: The Old Town Village townhomes along Clybourn provide affordable housing as part of CHA's Plan for Transformation.

Image CA-2: River Village is one of many new residential developments along the River.

Image CA-3: The new Schiff Residences (Mercy Housing) along Clybourn through the Cabrini Area.

Trends, 2000-2007

The Cabrini Area changed dramatically between 2000 and 2007, as the Chicago Housing Authority (CHA) continued its "Plan for Transformation" for Cabrini-Green. North Town Village, Old Town Village and Near North Apartments are among the projects that have provided townhouses, mid-rise condominiums and apartments for households with a diverse set of incomes.

Another major redevelopment area is located in the southwest portion of the district along the Chicago River. The former Montgomery Ward campus has become a new neighborhood with both adaptive-reuse and new construction projects with residential and commercial space.

While the rest of the Central Area boomed in the 1990s, the Cabrini Area lost population. With the implementation of the Plan for Transformation, between 2000 and 2007 the area grew by an estimated 1,686 households and 2,712 residents to reach a population of 13,353.

New institutional facilities, including the Near North Branch of the Chicago Public Library, 18th Police District station, Jenner Academy of the Arts and Seward Park support residential redevelopment. A 58,000-SF retail center anchored by Borders Books was developed at North Avenue and Halsted Street, the highest capacity north-south roadway in the Cabrini Area and its western boundary.

Forecast, 2008-2020

In 2008, the Cabrini North Extension site is being redeveloped with a mix of 760 market-rate, public, and affordable housing units at the ParkSide of Old Town development. Redevelopment of the William Green Homes and Cabrini Extension South will complete the CHA's Plan for Transformation for Cabrini-Green.

The retail concentration around the North and Clybourn intersection continues its expansion into the Cabrini Area, with projects planned in the Halsted corridor south to Division Street. Plans have been unveiled for redevelopment of the 8.2-acre New City YMCA site at Clybourn and Halsted (1515 N Halsted). The developer, Structured Development, has plans for 550,000 SF of retail space and 280 residential units, with 10% of these units reserved as affordable housing and another 10% designated as low-income housing. Roundy's Supermarkets, a Milwaukee-based company, will anchor the retail portion of development with an 80,000-SF store on two levels.

2020 Vision/Goals

- The Cabrini Area will provide housing opportunities for households of a variety of types and with a range of incomes.
- Existing residents and newcomers will be well served with parks, schools and other community facilities.
- The Cabrini Area will strengthen its connection to the North Branch of the Chicago River, with infrastructure projects that enhance public access and use of the River corridor.
- As retail pushes south of North Avenue, the Halsted and Clybourn corridors will emerge as retail corridors with stores and services to meet the needs of local residents and complement the adjacent retail concentration at North and Clybourn.
- The Division and Chicago corridors will become important east-west connections with attractive streetscapes and high-density residential and retail uses.
- Public transportation options will be expanded by a re-opened Division Street Brown Line station and new stations on the proposed Clinton Street Subway that connects to the Red Line.

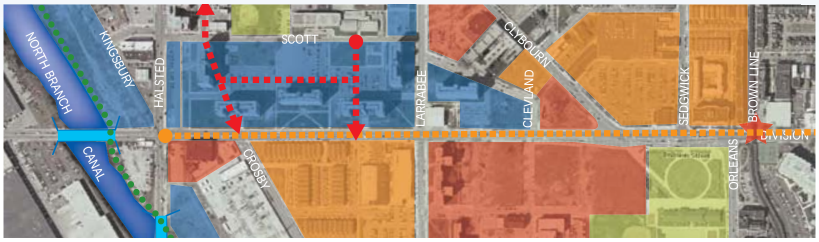
Policies & Actions

Financial / Incentive

- The Near North TIF and Chicago/Kingsbury TIF Districts cover much of the Cabrini Area and will provide infrastructure improvements, as well as support for affordable housing.

CABRINI AREA

Figure CA-1: Division Street Urban Design Recommendations


NORTH BRANCH
KINGSBURY
HALSTED
SCOTT
LARRABEE
CLYBOURN
CLEVELAND
SEDGWICK
BROWN LINE
DIVISION
CANAL
CROSBY
ORLEANS
Existing Bike Path
Streetscape Improvements
Approved Developments
New Developments
Opportunity Sites
Open Space
Riverfront Path
ROW Alignment
New Bridge
CTA Train Station

- While some private-sector development will proceed without incentives, others will require TIF support.

Development

- Redevelopment of CHA sites will create major opportunities for mixed-use (residential and commercial) development.
- Plans are unfolding for other sites, including the former White Way Sign site and the CMHDA site at Clybourn and Larrabee. Other opportunity sites remain.

Regulatory

- Existing zoning is generally appropriate and much of the area is already in Planned Developments (PDs). A few remaining industrial sites are likely to convert to residential and commercial development.

Urban Design

Clybourn South

The area around Clybourn Avenue between Division Street and North Avenue is undergoing major changes, and was identified as a district focus area during the planning process. This area includes a portion of the former Cabrini-Green public housing development, which is being redeveloped as part of the CHA Plan for Transformation. The urban design study area also included the area known as the Halsted Triangle. A number of large-scale developments are being planned or are underway, including Orchard Courts, New City Development and North Town Village.

Design recommendations for this area include the following (see Figure CA-2 below):

- The establishment of an inter-connected street network around which new development sites are oriented. These streets are identified for pedestrian, vehicular or service/loading orientations.
- Park and open space investments that improve access to the River.
- Large parcels in public control offer an opportunity for master planned communities that should include a mix of product types, distinctive project character, public amenities and supportive community retail.

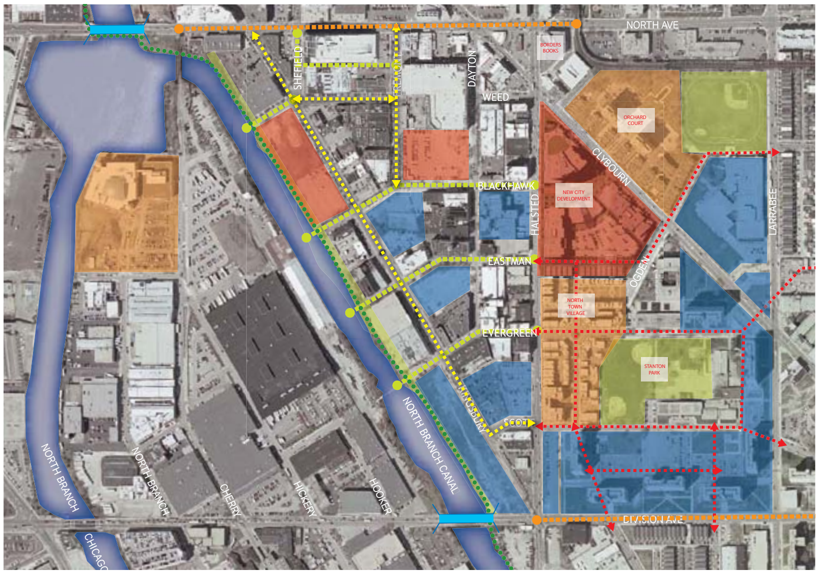
Signature Street – Division

Division is the key east-west street through the Near North and Cabrini Area. Unlike most other east-west streets, Division provides uninterrupted access from Inner Lake Shore Drive and the Lakefront to the Chicago River and Kennedy Expressway. This street is undergoing massive change as high levels of new residential and commercial projects are being developed. With the associated increase in residential density, and the proposal for a new CTA Brown Line Station at Division, pedestrian and vehicular use of this street will increase.

Design recommendations for this corridor include the following (see Figure CA-1 above):

- Street and sidewalk upgrades are recommended to improve the function and appearance of this street (see discussion below of streetscape improvements under Cabrini Area Projects).
- Planted medians should be considered along with minimum sidewalk widths of 14 feet.

Figure CA-2: Clybourn South Area Urban Design Recommendations


NORTH AVE
SHEFFIELD
KINGSBURY
DAYTON
WEED
BORDERS BOOKS
ORCHARD COURT
BLACKHAWK
NEW CITY DEVELOPMENT
HALSTED
CLYBOURN
EASTMAN
OGDEN
LARRABEE
NORTH TOWN VILLAGE
EVERGREEN
STANTON PARK
NORTH BRANCH CANAL
NORTH BRANCH
CHERRY
HICKORY
HOOKER
DIVISION AVE
CHICAGO
Improved Streetscape
Pending Developments
New Developments
Opportunity Sites
Open Space
Service Orientation
Riverfront Path
ROW Alignment
Pedestrian Orientation
New Bridge

CABRINI AREA

Image CA-4: Suburban-style retail development, such as the Old Town Square shopping center, should be avoided in the future.

Image CA-5: The Riverwalk at 1000 N. Kingsbury will become part of a continuous pedestrian corridor that connects into the Central Loop and the Lakefront.

Image CA-6: The re-establishment of a CTA station at Division will improve access for Cabrini Area residents.

- New buildings should be oriented along street frontage or setback lines with their primary entrance oriented toward Division Street.
- Suburban development styles that feature parking lots between the street and building facades, such as Old Town Square, should be avoided in the future.
- Ground floor uses should include active uses such as retail in order to build and strengthen the pedestrian utilization of this corridor.

Cabrini Area Projects

(see project map below)

1. CTA Infill Station (Division - Brown/Purple)

A new station on the elevated Brown/Purple Line near Division and Orleans will serve the nearby residents and businesses. The Cabrini Area currently only has CTA rapid transit stations along its northern edge at North/Clybourn (Red Line) and Sedgwick (Brown/Purple Line). Goal: Complete by 2016.

2. Division Streetscape

Division anchors high levels of new private sector investment in housing and retail and should receive priority for streetscape enhancement funds. Streetscape elements should include wider sidewalks, street lighting, street trees, street furniture, improved crosswalks, bike lanes and planted medians. Goal: Complete by 2016.

3. Bicycle Lanes & Markings

A bicycle lane along Division Street should be coordinated with the streetscaping improvements in this corridor and will build on existing bike routes along Halsted and Clybourn. Goal: Complete by 2020.

4. North Branch Riverfront

The North Branch section of the Riverwalk will be completed, creating a continuous pedestrian walkway and open space network. Improvements are proposed for both the east bank of the River and Goose Island. Goal: Complete by 2016.

5. River Bridges

Though not in the Central Area, the Division and Halsted Street bridges (and railroad underpasses) will be upgraded to a minimum of four lanes to provide arterial quality access to the Kennedy Expressway and areas north and south. Goal: Complete by 2016.

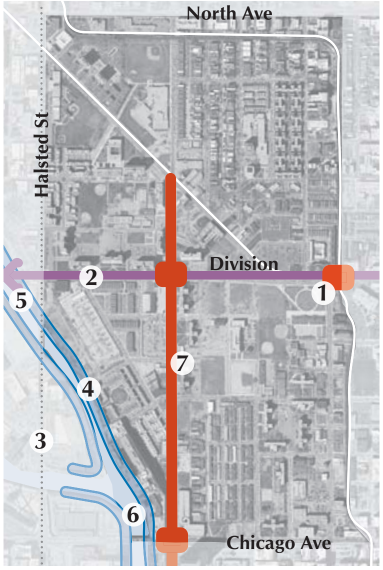
6. Expanded Water Taxi Service

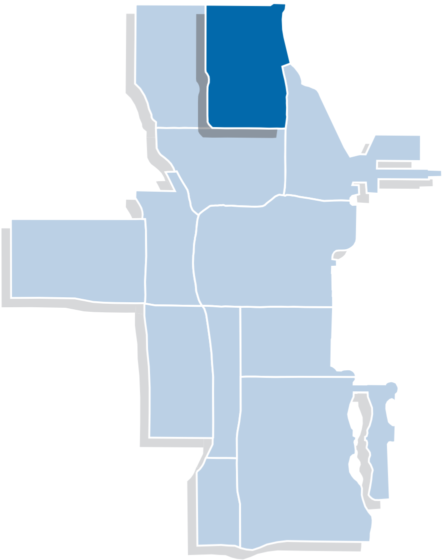
The water taxi service area will expand by developing new docks at Chicago Avenue and Goose Island. As riverfront development continues along the North Branch, the City will work with private developers to identify sites. Goal: Complete by 2016.

7. Clinton Subway

A new Subway will branch off from the existing Red Line south of North Avenue. Stations would potentially be located near Division Street and Chicago Avenue. Goal: Complete by 2020.

Figure CA-3: Cabrini Area Projects





Near North

Near North is located in the northeast corner of the Central Area, bounded on the north by North Avenue, on the south by Chicago Avenue, on the west by Orleans Street, and on the east by Lake Michigan (between North Avenue and Division Street), and Inner Lake Shore Drive/Michigan Avenue (between Division Street and Chicago Avenue).

Near North is currently the most populated subdistrict in the Central Area, containing established neighborhoods such as Gold Coast, Old Town and Sandburg Village. Residential uses predominate in the northern half, while a mix of retail, institutional, entertainment, hotel and residential uses coexist in the southern half. Local and national retailers and restaurants are along major corridors, which include a portion of the North Michigan Avenue retail area. The Near North's institutional assets include the Newberry Library, the Chicago History Museum and the expanded Latin School.

NEAR NORTH

Image NN-1: High-density residential development continues, but is limited due to a relative lack of development sites.

Image NN-2: Loyola University has expanded its presence in the area with a new Student Center and 627-bed dormitory.

Image NN-3: Old Town is an established residential neighborhood in the Near North.

Trends, 2000-2007

The Near North contained over 35% of Central Area households, and a total of 35,298 residents as of the 2000 Census. In 2007, with the emergence of other residential subdistricts and with few development sites, its share of households fell to 25%, even as the estimated population rose slightly to 36,849.

New hotels in the Near North include the 415-room Hotel Sofitel. Loyola University expanded its Water Tower campus at Pearson and State, recently completing a student center and 627-bed dormitory. A continuing care retirement community, the first in the Central Area, is under construction, with classroom space for Loyola on the lower floors of the 53-story building. Walter Payton College Preparatory High School, Chicago's newest citywide selective enrollment high school, opened in 2000.

Forecast, 2008-2020

New residential development in the Near North will continue to be limited by the availability of development sites. Walton on the Park (450 units) is being built on the former Scottish Rite property, which had a rare large parking lot. Although North Avenue is largely built out, Chicago Avenue and Division Street corridors have significant redevelopment potential for higher density residential, retail and mixed-use projects.

Retail and entertainment corridors are located along North Michigan Avenue, Rush Street and Oak Street, where projects such as the new Barney's store will continue to strengthen the area retail draw for residents and visitors. The Elysian at State Street and Walton represents a new type of Central Area project, with both condominium hotel rooms and private condominiums that share a spa and other amenities and services.

2020 Vision/Goals

- Higher densities should be supported around existing and planned transit stations and along major street corridors.
- Lakefront access from Near North will improve with the expansion of the Lakefront park between North Avenue and Navy Pier, and new pedestrian connections between North Avenue and Navy Pier.
- The Division and Chicago Street corridors will mature as balanced auto and pedestrian corridors and will feature enhanced streetscapes.
- The Near North will maintain a high quality of life for residents supported by enforcement of parking, zoning and noise regulations to mitigate the impacts of the vibrant entertainment and tourism district in the southeast portion of Near North.

Policies & Actions

Financial / Incentive

- The Near North TIF, which covers a portion of the subdistrict, could fund a portion of the recommended corridor and transit improvements.

Development

- As development projects are proposed, traffic impact studies should consider individual projects in the larger context of other projects in development and planning in the neighborhood.

Regulatory

- The zoning code should be enhanced with performance standards for noise, vibration, traffic and waste management to facilitate compatibility of uses, where needed.
- Entertainment businesses and restaurants need to provide sufficient off-street parking, or be adjacent to available off-street parking.

Urban Design

Signature Street – Division

Division is the key east-west street through the Near North and Cabrini Area. Unlike adjacent streets, Division provides uninterrupted access from Inner Lake Shore Drive and the Lakefront to the Chicago River and Kennedy Expressway. This street is undergoing massive change as high levels of new residential and commercial projects are being developed. With the associated increase in residential density, and the proposal for a new CTA Brown Line Station at Division, pedestrian and vehicular use of this street will increase.

Design recommendations for this corridor include the following (see Figure NN-1 below):

- Street and sidewalk upgrades will improve the function and appearance of this street (see discussion of Streetscape improvements under Near North Projects).
- Planted medians should be considered along with minimum sidewalk widths of 14 feet.
- New buildings should be oriented along street frontage or setback lines with primary entrances oriented toward Division Street.
- Suburban development styles that feature parking lots between the street and building facades, such as Old Town Square, should be avoided in the future.
- Ground floor uses should include active uses such as retail in order to build and strengthen the pedestrian utilization of this corridor.

ANIMAL HOSP
312-337-73

Image NN-4: The Division Corridor is expected to become a site for increased residential development.

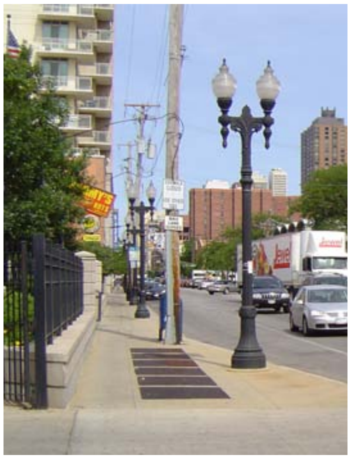
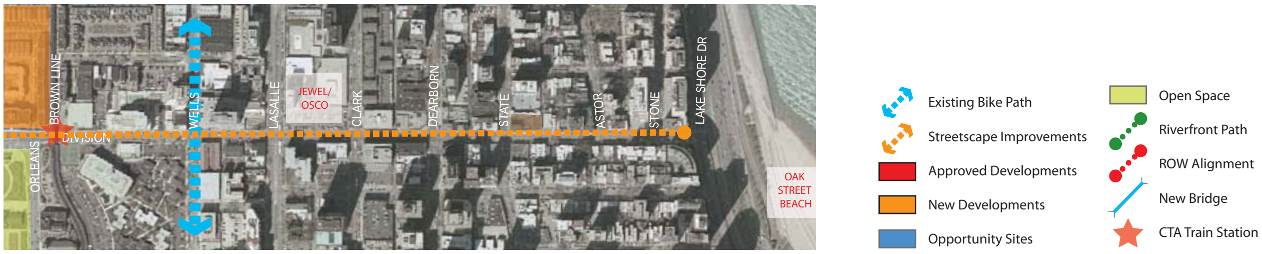


Image NN-5: Streetscaping improvements are recommended to improve the pedestrian environment along Division.

Figure NN-1: Division Street Recommendations


BROWN LINE
ORLEANS
DIVISION
WELLS
LASALLE
JEWEL/
OSCO
CLARK
DEARBORN
STATE
ASTOR
STONE
LAKE SHORE DR
OAK
STREET
BEACH
Existing Bike Path
Streetscape Improvements
Approved Developments
New Developments
Opportunity Sites
Open Space
Riverfront Path
ROW Alignment
New Bridge
CTA Train Station

NEAR NORTH

Image NN-6: The existing Brown/Purple Line elevated tracks at Division will be the site of a new CTA station.

Image NN-7: The recent LaSalle Streetscape project and its planted medians (shown above) should be emulated on Division.

Image NN-8: Lakefront Trail expansion will enhance the open space amenities for Near North residents.

Near North Projects

(see project map below)

1. CTA Infill Station (Division - Brown/Purple Line)

A new infill station on the elevated Brown/Purple Line tracks is needed near Division and Orleans. The only existing CTA rapid transit station in Near North is on the Red Line at Clark/Division. Goal: Complete by 2016.

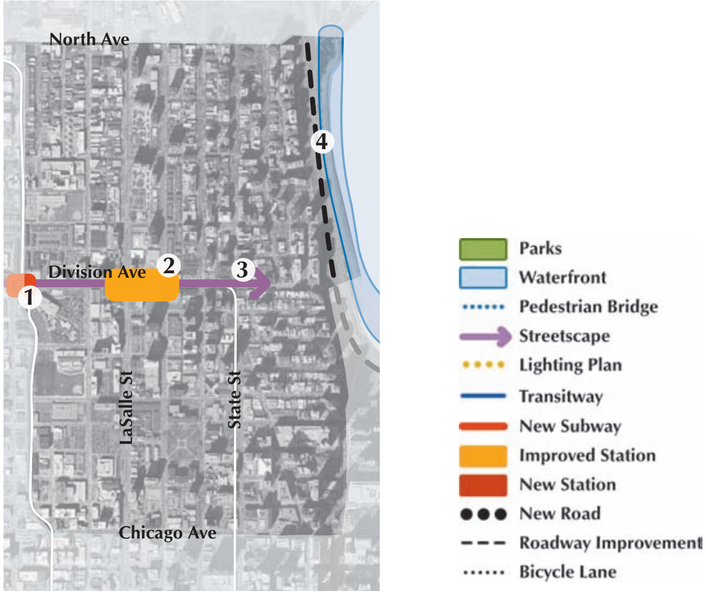
2. CTA Station Modernization (Clark/Division - Red)

The Clark/Division (Red Line) station is programmed to be upgraded with new interior treatments, pedestrian access from LaSalle Street and improved platforms. Goal: Complete by 2012.

3. Division Streetscape

Division Street is a signature street that will anchor high levels of new private sector investment in housing and retail and should receive priority for streetscape enhancement funds. Streetscape elements should include wider sidewalks, street lighting, street trees, street furniture, improved crosswalks, bike lanes and possibly planted medians. These improvements should connect to the existing LaSalle Street streetscape. Goal: Complete by 2016.

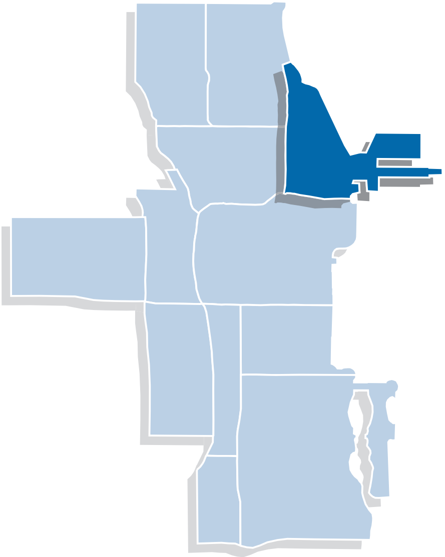
Figure NN-2: Near North Projects



North Ave
4
Division Ave
2
3
1
LaSalle St
State St
Chicago Ave
Parks
Waterfront
Pedestrian Bridge
Streetscape
Lighting Plan
Transitway
New Subway
Improved Station
New Station
New Road
Roadway Improvement
Bicycle Lane

4. North Lake Shore Drive Improvements & Lakefront Trail Expansion

Roadway improvements to Lake Shore Drive, combined with a redesign of the Lakefront Trail between North Avenue and Navy Pier, will significantly improve traffic flow, safety and enjoyment of the Lakefront. The roadway will be relocated to the east, smoothing the sharp curve at Oak Street. Goal: Completed by 2016.



Streeterville

Streeterville is located north along the Lakefront, generally bounded on the north by Division Street, on the south by the Main Branch of the Chicago River, on the west by Michigan Avenue, and on the east by Lake Michigan.

Streeterville contains a mix of residential, institutional, hospitality, office, retail and entertainment uses. It features an established residential concentration at its northeastern edge, and a growing residential neighborhood along the Chicago River. The cluster of medical campuses located in Streeterville is a major economic engine of the Central Area, fueling much of the recent and anticipated job growth. The Museum of Contemporary Art, destination shopping on Michigan Avenue and Navy Pier are among the diverse cultural and tourism attractions.

STREETERVILLE

Image ST-1: McClurg Court north of the River provides a view of high-density residential area of Streeterville.

Image ST-2: Retail and commercial development continues to become more prevalent, including the AMC Theaters complex.

Image ST-3: The Streeterville skyline as seen from Navy Pier

Trends, 2000-2007

In 2000, Streeterville was the second most populated Central Area district with 15,421 residents. By 2007, even though Streeterville had grown to an estimated population of 19,398, it was the fourth most populated district behind the Near North, Near South and River North.

Northwestern Memorial Hospital has brought significant new investment to Streeterville. Since 1980, it has more than doubled its facilities on the 33-acre campus to nearly 9.8 million SF. Recent developments include the Robert H. Lurie Medical Research Center and expanded visitor and employee parking facilities. In 2005, the hospital had approximately 6,500 full-time equivalent employees, and served 42,200 inpatient visitors and over 70,000 emergency room visitors. Overall, nearly 20,000 people visit the campus daily. The new Prentice Women's Hospital opened in October 2007.

Residential and commercial development continued at River East, a large planned development on the former Dock & Canal property. A 250,000-SF retail/entertainment center at River East includes 21 movie screens, and the adjoining Embassy Suites Hotel has 455 rooms. The mixed-use City-Front Plaza contains two residential towers and a Dominick's grocery store. On Michigan Avenue, the Palmolive Building was adapted for 102 condominium units.

A total of 761 hotel rooms have been added in Streeterville since 2000, including a Marriott Courtyard with over 300 rooms. While other commercial sectors expanded, office space in Streeterville and the North Michigan Avenue corridor contracted by more than one million square feet through conversions to other uses. This is indicative of Streeterville's comparatively weak competitive position in the downtown office market. A countervailing trend has been the leasing of office space by Northwestern Hospital in nearby office buildings as it continues to expand.

Forecast, 2008-2020

Children's Memorial Hospital is relocated from Lincoln Park to a new $750 million facility adjacent to the new Prentice Women's Hospital. It broke ground in 2008, is scheduled for completion in 2011, and is expected to treat over 12,000 patients a year. The hospital has 3,500 employees in its present location, and this is expected to grow at its new Streeterville campus.

With the strong pace of residential development, primarily in the southern portion of Streeterville, large development sites are becoming scarce. The former Kraft Building property on Peshtigo Court will be redeveloped, as will the former site of the CBS Studios on North McClurg Court. The 1,200-unit, 124-story Spire designed by Santiago Calatrava will add dramatically to Chicago's skyline and become the tallest building in North America.

Planning is underway for improvements to Navy Pier, which has developed into Chicago's most visited tourist attraction. With plans for new hotels, Streeterville will be positioned to attract even higher numbers of tourists and visitors in the future.

2020 Vision/Goals

- Northwestern Memorial Hospital and associated medical facilities will continue to expand and be a major contributor to Central Area employment growth.
- Streeterville will have many of its remaining vacant sites, including the large Veterans Administrations site, developed with a mixture of residential, retail and hospitality uses.
- Navy Pier will continue to be a vital element in the character and economic vitality of Streeterville and the Central Area.
- Expansion of the Lakefront Trail and straightening of the Oak Street curve on Lake Shore Drive will improve the safety and function of auto and pedestrian mobility in the area.
- The new Carroll Avenue and Lakefront Transitways will significantly

improve access to the West Loop train stations, Millennium/Grant Parks and the Loop.
- A Lakefront Trail bridge over the Chicago River will improve the safety and function of this area and add vital connections to the Lake and nearby attractions.
- A high quality of life for Streeterville residents will be supported by provision of open space and performance standards that address noise, waste management, and other factors, and mitigate conflicts that may arise from the mix of residential with other uses.

Policies & Actions

Financial / Incentive

- The City and neighborhood organizations should explore creation of business improvement or redevelopment districts to fund new services and selected capital projects. Currently there are no TIF districts in Streeterville.

Development

- Street rights-of-way should be expanded where feasible to improve traffic circulation.
- The scale and importance of recent and planned projects requires open communications between community groups and the City. Impacts on traffic, parking, and pedestrians must be studied and considered.
- Curb cuts on major east-west streets should be minimized, with alley access encouraged instead.

Regulatory

- Permissible zones for street entertainment in Streeterville should be defined.
- The Illinois-Grand Traffic Management Authority (TMA) should be reactivated to deal with important transportation issues.

Urban Design

Signature Streets – Grand Avenue & Illinois Street

The Grand Avenue and Illinois Street corridors serve important functions within the Central Area. These streets link Michigan Avenue and Navy Pier, and also serve new residential high rises, neighborhood stores and downtown entertainment venues.

Design recommendations for this corridor include the following:

- Streetscape enhancements are needed to establish a safe environment for neighborhood residents, as well as for pedestrians walking between Michigan Avenue and Navy Pier (see discussion of Streetscape improvements under Streeterville Projects).
- New, easily accessible pedestrian and handicapped access features are needed to move pedestrians between these lower level streets and Upper Michigan Avenue.
- A unique visual character that is distinguishable from adjacent areas should be established.
- Ground floor uses should include active uses such as retail in order to build and strengthen the pedestrian utilization of this corridor.

Streeterville Projects

(see project map, following page)

1. Carroll Avenue Transitway

This new transit corridor will connect the West Loop train stations, River North and Streeterville via a dedicated east-west right-of-way north of the Chicago River. In Streeterville, the transitway would use the existing street network to provide limited-stop service to Navy Pier, the Northwestern Hospital Campus, and other destinations. Goal: Complete by 2012.

2. Lakefront Transitway

Using an existing, improved right-of-way traveling north-south through Grant Park, this transit service will connect McCormick Place and Streeterville. In Streeterville, the service would connect to the Carroll Avenue Transitway. Goal: Complete by 2016.

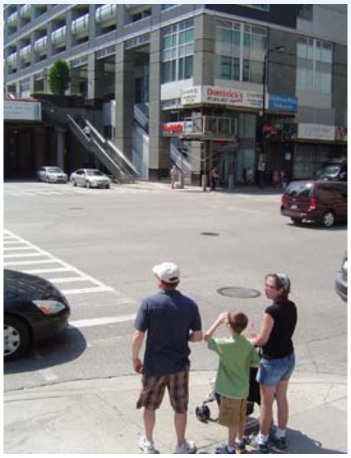


Image ST-4: Grand Avenue provides a poor visual image for Chicago in its current condition as a primary corridor for visitors between downtown and Navy Pier.

Image ST-5: The Grand/Illinois Corridor provides a direct connection to Navy Pier.

Image ST-6: Pedestrian crossings and way-finding need to be improved.

STREETERVILLE

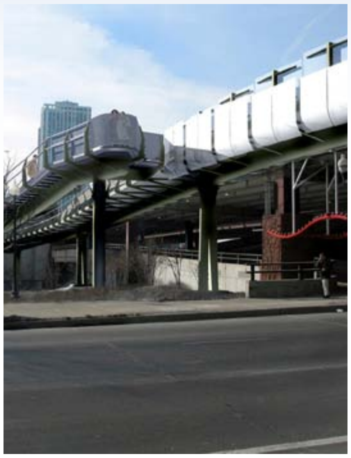
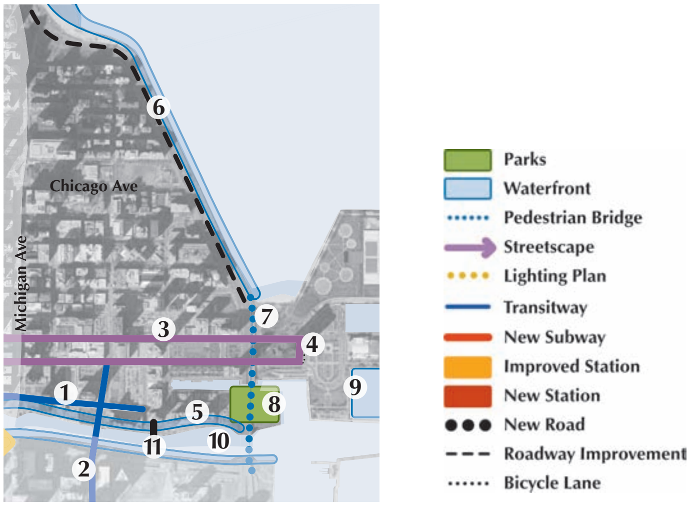


Image ST-7: A flyover bridge will remove the existing bottleneck on the Lakefront Trail

Image ST-8: The pedestrian and open space network along the River will be improved.

Figure ST-1: Streeterville Projects



3. Grand & Illinois Streetscape

Grand Avenue and Illinois Street are one-way streets that link Michigan Avenue and Navy Pier for both vehicles and pedestrians. New pedestrian and handicapped access features are needed to move pedestrians between the lower level streets and Michigan Avenue. Target streetscape amenities include street trees, planted medians, new lighting fixtures and improved crosswalks. Goal: Complete by 2012.

4. Bicycle Lanes & Markings

New bicycle lanes are planned for Grand and Illinois and should be undertaken as part of the streetscaping project in South Streeterville. Goal: Complete by 2020.

5. Main Branch Riverfront

Completion of the continuous Riverwalk along the Main Branch of the Chicago River would include underbridge connections at Michigan Avenue and Lake Shore Drive. Goal: Complete by 2016.

6. North Lakeshore Drive Improvements & Lakefront Trail Expansion

Roadway improvements to Lake Shore Drive, combined with a redesign of the Lakefront Trail north of Navy Pier, will significantly improve traffic flow, safety and enjoyment of the Lakefront. The roadway will be relocated to the east, smoothing the sharp curve at Oak Street. These improvements will also allow the Chicago Avenue and Lake Shore Drive intersection to be rebuilt to improve access to the Northwestern Memorial and Children's Memorial Hospital campuses, in particular. Goal: Feasibility study completed by 2010, Lakefront improvements completed by 2016.

7. Lakefront Trail Bridge

A pedestrian and bicycle bridge over the Main Branch of the Chicago River will address a major bottleneck and safety concern for bikers, runners, and walkers. While the Lakefront Trail is separated from street traffic throughout the Central Area, in this location trail users are currently directed along a sidewalk. The pedestrian bridge also connects to DuSable Park. Goal: Complete by 2016.

8. DuSable Park

The building of DuSable Park will be coordinated with the completion of The Spire. The park will be accessible from the new pedestrian bridge. Goal: Complete by 2012.

9. Gateway Harbor

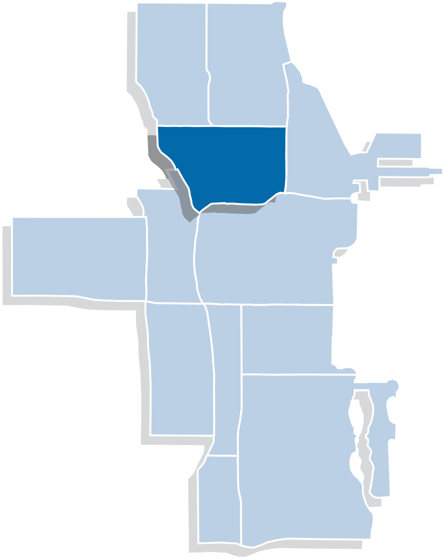
Gateway Harbor, adjacent to Navy Pier, will draw larger crafts and attract boaters from the entire Great Lakes Region. Goal: Complete by 2012.

10. Expand Water Taxi Service

In Streeterville, options will be explored for extending service to directly serve the southern edge of Navy Pier if access is created to the Chicago River. Goal: Complete by 2016.

11. Pedestrian Bridge Over River

Dedicated pedestrian bridge connecting the Central Loop to Streeterville (over the Chicago River) would ease pedestrian congestion at a key point in the area. Goal: Complete by 2020.



River North

River North has a north central riverfront location and is bounded on the north by Chicago Avenue, on the south by the Main Branch of the Chicago River, on the east by Michigan Avenue, and on the west by the North Branch of the Chicago River.

River North contains a mix of land uses, including office, residential, entertainment, hospitality, arts and retail, with small enclaves of institutional uses. Residential uses are becoming increasingly concentrated in the northwestern portion of River North, while a mixed entertainment, restaurant, retail and tourism district emanates from the Michigan Avenue Magnificent Mile on the eastern edge of the subdistrict. Major office developments are occurring along the southern edge of River North, a district which is anchored by the Merchandise Mart.

RIVER NORTH

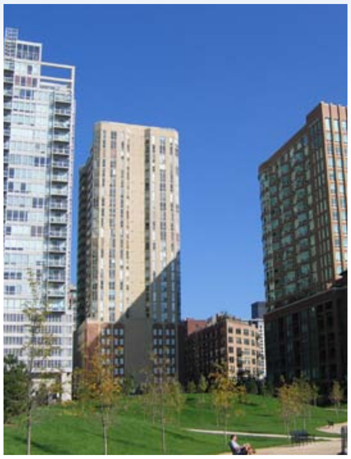


Image RN-1: The North Branch riverfront has become a major residential development zone.

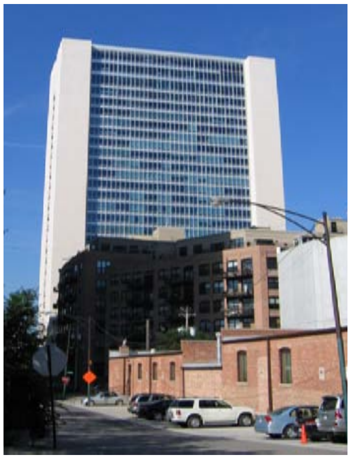


Figure RN-2: The former Montgomery Ward headquarters has been transformed into The Montgomery, a condominium tower.

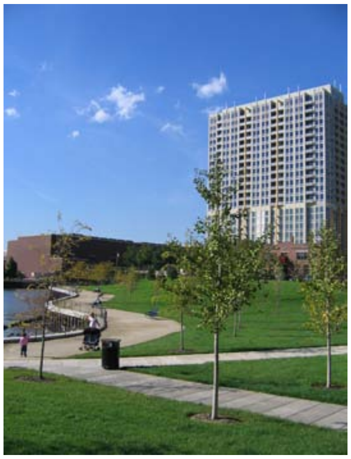


Image RN-3: Erie Park has provided needed open space along the River.

Trends, 2000-2007

With over 6,000 new residential units, River North experienced the Central Area's second-highest level of residential growth since 2000. The population of River North more than doubled, and grew to an estimated 20,599 in 2007 (up from 9,466 in 2000). While residential development occurred throughout River North, activity was heaviest along the North Branch of the River, which contained the southern portion of the former Montgomery Ward Campus and old industrial sites ideal for redevelopment. Erie Park along the North Branch provided needed open space in this new neighborhood. Further east in River North, the Cathedral District emerged with the completion of projects such as the Fordham (247 units) and 55 East Erie (214 units). Another development cluster in the heart of River North centered around Grand Plaza, which contains two residential towers with over 100,000 SF of retail space anchored by a Jewel grocery store.

The Magnificent Mile was bolstered by the addition of NorthBridge, the largest retail addition to the Central Area during this period. The historic Medinah Temple became the 130,000-SF Bloomingdale's Home Store, as retail activity spilled over to Wabash, State and Ontario. River North captured roughly 30% of Central Area hotel rooms developed since 2000, with the single largest addition coming in 2001 with the completion of the 339-room Peninsula Hotel, a tower built over an existing retail development.

The area's office inventory grew by 1.3 million SF between 2000 and 2007, with major developments clustered near the River at the southern edge of the River North district. The Reid-Murdoch Building, which had housed Chicago's traffic court, was renovated for 280,000 SF of office space with additional ground level retail space.

Forecast, 2008-2020

Residential development in River North is expected to continue, particularly in the western portion where sites are more readily available.

Six other hotels are proposed or under construction in River North, including the 339-room Trump International Hotel.

Two major office towers, 300 North LaSalle and the second phase of River North Center, are now under construction on sites north of the Chicago River. These projects will add another 2.4 million SF of office space.

Plans for Wolf Point include three towers that will house 350 hotel rooms, 1,500 condominium units, 850 rental units and 1 million SF of office space. The tallest tower is envisioned to be 89 stories tall and will provide a major visual focal point at the southern corner of the district.

2020 Vision/Goals

- River North will continue to mix restaurant, retail, entertainment, office, hotel, and residential uses.
- The character of the Gallery, Courthouse, and Mart districts will be maintained through sensitive rehabilitation and development controls.
- The Ontario/Grand corridor will feature new residential buildings with retail, restaurant, entertainment and other commercial uses at street level.
- The Chicago Avenue corridor will add high-density residential development to its vibrant mix of uses, particularly around the transit stations.
- LaSalle Street will attract residential and hotel development.
- High-density office and mixed-use development will line the Chicago River's Main Branch.
- High-density residential development will continue along the North Branch of the Chicago River.
- New parks will provide open space for the growing residential and office populations.

RIVER NORTH

Policies & Actions

Regulatory

- Rights-of-way for the Carroll Avenue Transitway must be preserved as new development projects are undertaken adjacent to the designated route.
- The Ohio/Wabash TIF may provide funding for River North infrastructure projects.
- Performance standards should address noise, waste management, and other factors to mitigate conflicts that may arise from the mix of residential with other uses.

Culture

- The City should continue to support special events such as block parties and tours.

Urban Design

Wolf Point

Wolf Point is located at the confluence of the Main, North and South Branches of the Chicago River adjacent to the Merchandise and Apparel Marts. Opportunity sites in this area also include land west of the Chicago River. This is one of the most visible development sites in downtown.

Design recommendations for this area include the following (see Figure RN-1 at right):

- Building height recommendations include utilization of Wolf Point for a signature building that is taller than buildings on adjacent parcels. A target height in the 80 -story range is recommended with an adjacent building target height in the 50-story range.
- The natural character of the riverfront edge on Wolf Point should be maintained to balance and complement the hard edge character of adjacent developments.
- Pedestrian access via land, and potentially water, should be incorporated.

Signature Streets – Grand Avenue & Illinois Street

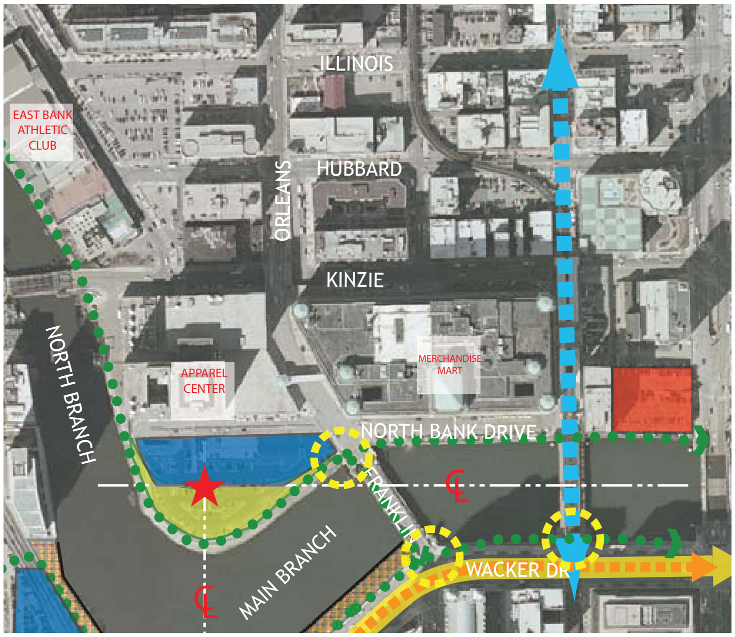
Grand Avenue and Illinois Street corridors serve important functions within the Central Area. These streets provide linkage between areas west of Michigan Avenue and Navy Pier, as well as anchor high levels of new residential development, neighborhood stores and downtown entertainment venues.

Design recommendations for this corridor include the following:

- Streetscape enhancements are needed to establish a safe environment for neighborhood residents, as well as for pedestrians walking between shopping and hotel development located in River North and Navy Pier (see discussion of Streetscape improvements under River North Projects).
- A unique visual character that is distinguishable from adjacent areas should be established.

Image RN-4: Wolf Point is located at the confluence of the Main, North and South Branches of the Chicago River.

Figure RN-1: Wolf Point


Existing Bike Path
Improved Streetscape
Approved Development
Residential
Opportunity Sites
Naturalized Open Space with Urban Features
Urbanized Plaza Space
Lighting Plan (Wacker Drive & Randolph)
Riverfront Path
ADA Access Points
ILLINOIS
EAST BANK ATHLETIC CLUB
HUBBARD
ORLEANS
KINZIE
NORTH BRANCH
APPAREL CENTER
MERCHANDISE MART
NORTH BANK DRIVE
FRANKLIN
℄
WACKER DR
MAIN BRANCH
℄

RIVER NORTH

Image RN-5: The Carroll Avenue Transitway will directly connect River North with Streeterville and the West Loop.

Image RN-6: Modernization of the Grand Red Line Station will improve platforms and mezzanines.

River North Projects

(see project map below)

1. Carroll Avenue Transitway

This new transit corridor will link River North residents and workers to Streeterville and the West Loop train stations. With a dedicated east-west right-of-way at the north edge of the Chicago River, station stops in River North will be along the below-grade right-of-way. Goal: Complete by 2012.

2. CTA Station Modernization (Grand -Red)

The modernization of the Grand Red Line station will begin in 2008, bringing improved access, a new mezzanine level, and a better platform environment. Goal: Complete by 2012.

3. Grand & Illinois Streetscape

Improvements have begun along Grand and Illinois, one-way streets that link Michigan Ave and Navy Pier. New pedestrian and handicapped access features are needed to move pedestrians easily and safely from lower level streets up to Upper Michigan Avenue. Streetscape elements include trees, light fixtures, improved crosswalks and possibly planted medians between Navy Pier and LaSalle. Goal: Complete by 2012.

4. Bicycle Lanes & Markings

New bike lanes along Kinzie, Illinois, and Grand will be coordinated with Streetscaping projects and connect to existing lanes at Wells and Dearborn. Goal: Complete by 2020.

5. Main Branch and North Branch Riverfront

The River North section of the Riverwalk includes a pedestrian walkway and open space. The North Branch has several existing points of access needs that need to be connected, with improvements proposed for the east sides of the River and Goose Island. Goal: Complete by 2016.

6. Clinton Subway

The Clinton Subway, located below Larrabee and Kingsbury, has potential for stations near Chicago and Grand. The new line will connect River North to West Loop and provide residents with improved access to the Metra/Amtrak train terminals. Goal: Complete by 2020.

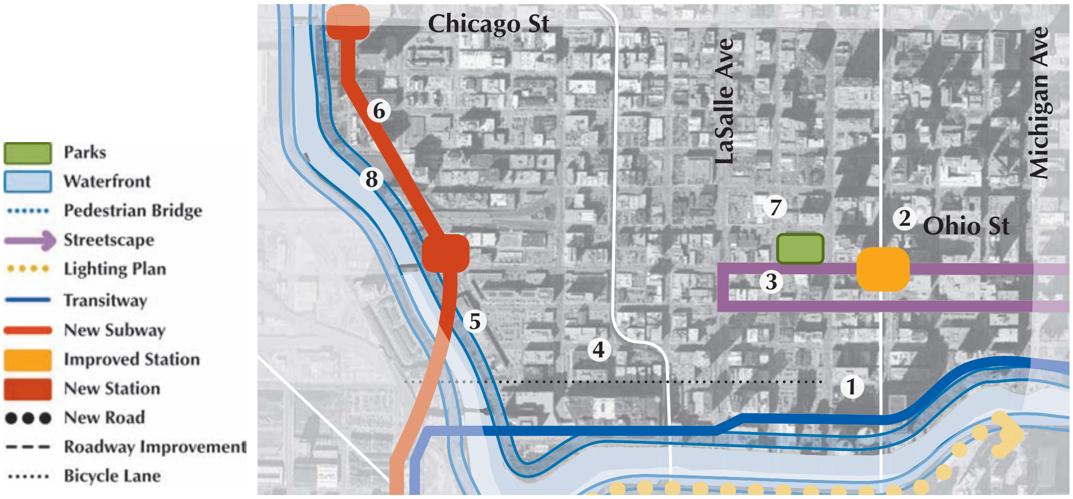
7. Fort Dearborn Park

A new open space to serve the fast growing River North population. The City is will partner with a private developer to redevelop the square block site currently occupied by the Fort Dearborn Post Office. Part of the redevelopment will include the construction of a new public open space. Goal: Complete by 2020.

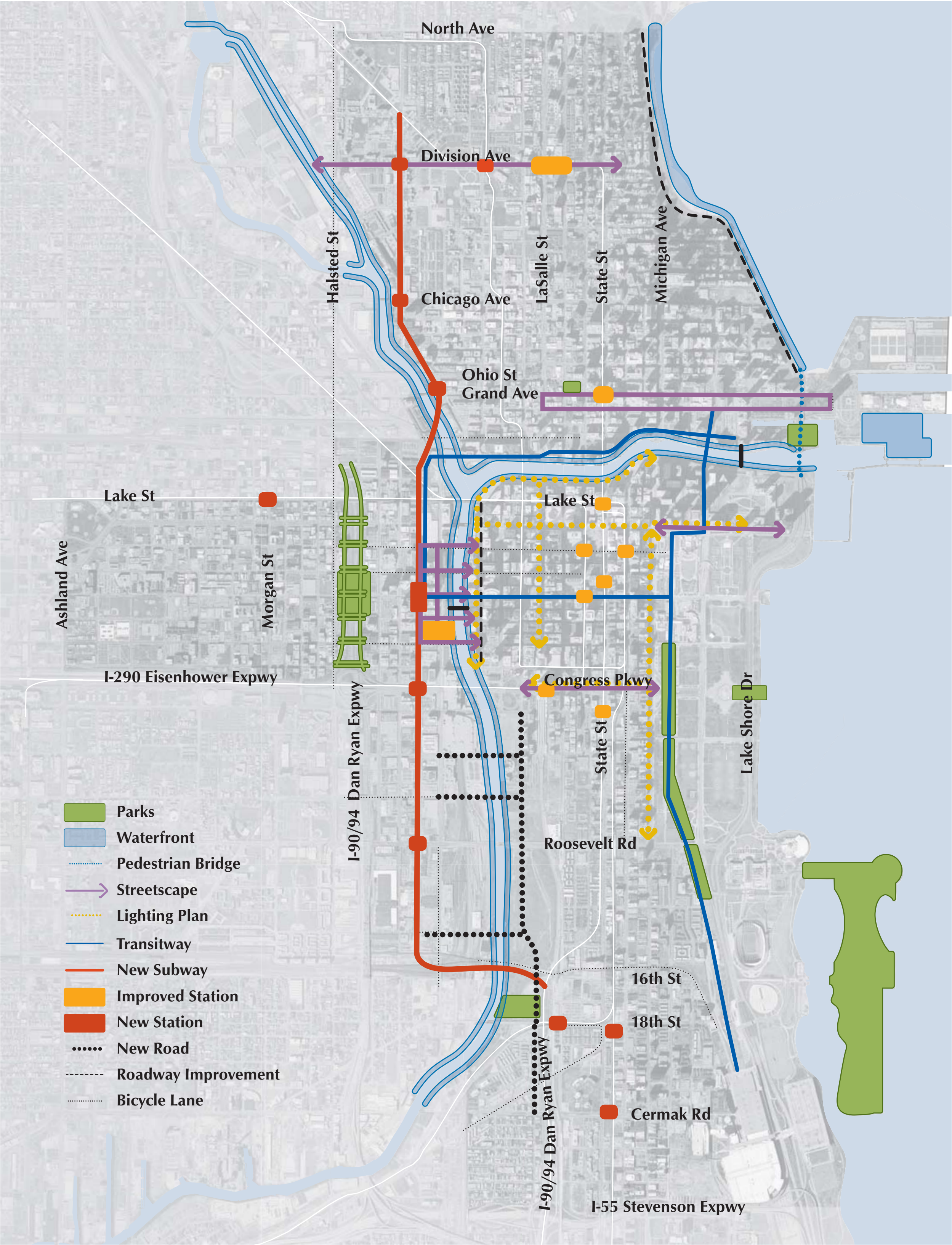
8. Expand Water Taxi Service

Water taxi service will be extended along the North Branch as far as Chicago Avenue and Goose Island. Goal: Complete by 2016.

Figure RN-2: River North Projects



ACTION PLAN PROJECT MAP


North Ave
Division Ave
Halsted St
LaSalle St
State St
Michigan Ave
Chicago Ave
Ohio St
Grand Ave
Lake St
Lake St
Ashland Ave
Morgan St
I-290 Eisenhower Expwy
I-90/94 Dan Ryan Expwy
Congress Pkwy
State St
Lake Shore Dr
Roosevelt Rd
16th St
18th St
I-90/94 Dan Ryan Expwy
Cermak Rd
I-55 Stevenson Expwy
Parks
Waterfront
Pedestrian Bridge
Streetscape
Lighting Plan
Transitway
New Subway
Improved Station
New Station
New Road
Roadway Improvement
Bicycle Lane

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